APPENDIX F:
NOISE DATA

SHORT-TERM MEASUREMENTS

Short-Term Locations

Short-Term Location 1

Short-term noise monitoring Location 1 ("ST-1") was representative of area at the intersection of Millbrae Avenue and the northbound US 101 on- and off-ramps. Land uses in the vicinity of this short-term location included planned development, industrial, and public facilities. There was also an open space recreational area about 600 feet to the northeast. The site was approximately 50 feet from the center of Millbrae Avenue, 575 feet from the center of the intersection of Millbrae Avenue and Bayshore Highway, 660 feet from the center divider of US 101, 0.5-mile northeast of the Millbrae Station, and 840 feet from the southernmost portion of the tarmac at SFO. The microphone and sound meter were positioned on a patch of dirt next to the sidewalk, approximately 110 feet east-northeast of the center of the intersection of Millbrae Avenue and the northbound US 101 off-ramp. Fifteen minutes of noise measurements were acquired, beginning at 2:59 p.m. on Wednesday, October 1, 2014. During measurements, the air temperature was 88.3 degrees Fahrenheit (°F) with a relative humidity of 17.5 percent, and winds were 1 to 2.9 mph.

The noise environment of this location was primarily characterized by the sound of planes taking off, landing, and idling at SFO, as well as by the noise from traffic along Millbrae Avenue and US 101. Vehicles exited US 101 at a peak rate of 26 vehicles per minute; the peak rate along northeast-bound Millbrae Avenue was 25 vehicles per minute; and the peak rate along southwest-bound Millbrae Avenue was 21 cars per minute. There were also eight instances of highly audible plane engine thrust noise at SFO during this time period. The 15-minute equivalent noise level (L_{eq}) was 72.1 dBA.

Short-Term Location 2

Short-term noise monitoring Location 2 ("ST-2") was representative of areas along Adrian Road, near the southbound US 101 on-ramp coming from Millbrae Avenue. Land uses in the vicinity of this short-term location were largely industrial, although a portion of the MSASP that serves commercial purposes was also located approximately 600 feet to the southwest of this location. The site was located approximately 320 feet southwest of the Centerline of US 101, approximately 590 feet southeast from the centerline of Millbrae Avenue, 0.39 miles east of the Millbrae Station, and approximately 0.26 miles south-southeast of the southernmost portion of the tarmac at SFO. The microphone and sound meter were positioned approximately 20 feet east of the centerline of Adrian Road. Fifteen minutes of noise measurements were acquired, beginning at 3:30 p.m. on Wednesday, October 1, 2014. During measurements, the air temperature was 84.8 °F with a relative humidity of 28.8 percent, and winds were 1 to 4 mph.

The noise environment of this location was characterized primarily by the sound of traffic along Adrian Road and US 101. During this measurement, 78 vehicles passed by the device on Adrian Road. Birds, pedestrians, rustling trees and bushes, and overhead and distant aircraft also contributed to the area's sound profile. The 15-minute L_{eq} was 67.3 dBA.

Short-Term Location 3

Short-term noise monitoring Location 3 ("ST-3") was representative of areas shielded from most major sources of noise, including Millbrae Avenue, US 101, and the Millbrae Station. Measurements were taken in the parking lot of Blood Centers of the Pacific at the eastern corner of Adrian Road and Rollins Road. Land uses in the vicinity of this short-term location were largely industrial, although a portion of the Specific Plan Area that serves commercial purposes was also located approximately 230 feet to the northwest of this location. The site was located approximately 670 feet southeast of the Centerline of Millbrae Avenue; 0.22 mile southwest from the Centerline of US 101; 0.27 mile southeast of the Millbrae Station; and 0.34 mile south-southwest of the southernmost portion of the tarmac at SFO. The microphone and sound meter were positioned approximately 180 feet southeast of the centerline of Adrian Road and approximately 165 feet northeast of Rollins Road, towards the eastern portion of the parking lot, in direct earshot of both Roads. Fifteen minutes of noise measurements were acquired, beginning at 4:02 p.m. on Wednesday, October 1, 2014. During measurements, the air temperature was 81.3 °F with a relative humidity of 26.8 percent, and winds were 5.4 to 8.8 mph.

The noise environment of this location was characterized primarily by the sound of near and distant traffic, employees of the Blood Centers of the Pacific loading vehicles, along with rustling trees and bushes, distant aircraft, birds, and activities at the commercial area across the street on Adrian Road. The Millbrae Express Car Wash, in particular, had notable contributions to the measured noise level results. Occasionally, the noise environment was punctuated by the passage of a vehicle entering or exiting the parking lot. The 15-minute L_{eq} was 59.1 dBA.

Short-Term Location 4

Short-term noise monitoring Location 4 ("ST-4") was representative of areas in the Millbrae Station parking lot, at the center of TOD #2 project site. Land uses in the vicinity of this short-term location fell within the Specific Plan Area, although there were also industrial uses nearby. There are also public facilities and single-family residential uses immediately northwest of the TOD #2 project site. However, these were not noted as a significant source of noise during the course of measurements. The site was located approximately 400 feet northwest of the center of the intersection of Millbrae Avenue and Rollins Road, 0.21 mile northeast of the centerline of El Camino Real, 600 feet northeast of the center of the Millbrae Station, 0.24 mile southwest of the centerline of US 101, and 0.29 miles southwest of the southernmost portion of the tarmac at SFO. The microphone and sound meter were positioned approximately 110 feet southwest of the centerline of Rollins Road and 600 feet northeast of the center of the Millbrae Station, at the center of the circular end of an island of vegetation at the center of the Station's bus bays. Fifteen minutes of noise measurements were acquired, beginning at 4:36 p.m. on Wednesday, October 1, 2014. During measurements, the air temperature was 81.9 °F with a relative humidity of 25 percent, and winds were 1 to 3.2 mph.

The noise environment of this location was characterized primarily by the sound of near traffic from Millbrae Avenue and Rollins Road, distant aircraft, pedestrian activity, rustling trees and bushes, birds, and trains arriving and departing from the station. Occasionally, the noise environment was punctuated by the passage of a bus arriving or departing in the vicinity. The sound of traffic along US 101 and El Camino Real was very faintly discernible. The 15-minute L_{eq} was 62.2 dBA.

Short-Term Location 5

Short-term noise monitoring Location 5 ("ST-5") was representative of areas along El Camino Real southeast of Millbrae Avenue. Land uses in the vicinity of this short-term location were primarily commercial, although a mixed-use development within the Specific Plan Area was also across the street on El Camino Real. The location was located approximately 95 feet northeast of the centerline of El Camino Real, 400 feet from the centerline of Millbrae Avenue, 935 feet south of the center of the Millbrae Station, 0.47 mile southwest of the Centerline of US 101, and 0.53 miles southwest of the southernmost portion of the tarmac at SFO. The microphone and sound meter were positioned approximately 12 feet northeast of the centerline of Irwin Place, approximately 415 feet southeast of the intersection of Millbrae Avenue and El Camino Real and 450 feet from the center of the train tracks. This section of Irwin Place is an access road to businesses that runs parallel to El Camino Real, albeit with lower traffic levels and speed limits. Fifteen minutes of noise measurements were acquired, beginning at 5:06 p.m. on Wednesday, October 1, 2014. During measurements, the air temperature was 77.9 °F with a relative humidity of 25.7 percent, and winds were 2.2 to 7.4 mph.

The noise environment of this location was characterized primarily by the sound of traffic among El Camino Real and Irwin Place, commercial activity, distant aircraft, hotel guests, pedestrian activity, rustling trees and bushes, birds, and distant aircraft. Trains arriving and departing at the Millbrae Station were also audible at this location. Occasionally, the noise environment was punctuated by the passage of a vehicle along Irwin Place. The 15-minute L_{eq} was 62.7 dBA.

Short-Term Location 6

Short-term noise monitoring Location 6 ("ST-6") was representative of a largely residential area west of El Camino Real shielded from many major sources of noise, including El Camino Real, Millbrae Station, US 101, and SFO. The device was placed in front of a mixed-use development within the Specific Plan Area. Commercial and multiple-family residential land uses were also located in the immediate vicinity of the site. The site was located approximately 240 feet southeast of the centerline of Millbrae Avenue, 370 feet southwest of the centerline of El Camino Real, 0.21 mile southwest of the center of Millbrae Station, 0.55 mile southwest of the Centerline of US 101, and 0.60 miles southwest of the southernmost portion of SFO. The microphone and sound meter were positioned approximately 25 feet east of the centerline of South Broadway, approximately 240 feet southeast of its intersection with Millbrae Avenue and 265 feet northeast of its intersection with Magnolia Avenue, just off the sidewalk in front of the Eighty Eight South Broadway Apartments. Fifteen minutes of noise measurements were acquired, beginning at 5:50 p.m. on Wednesday, October 1, 2014. During measurements, the air temperature was 76.6 °F with a relative humidity of 27.1 percent, and winds were 1 to 3.3 mph.

The noise environment of this location was characterized primarily by the sound of birds, rustling trees and bushes, traffic from Millbrae Avenue, distant aircraft, distant landscaping equipment, and distant trains. Occasionally, the noise environment was punctuated by the passage of a vehicle along South Broadway or by movers loading a truck approximately 130 feet to the northwest. The 15-minute L_{eq} was 54.2 dBA.

Short-Term Location 7

Short-term noise monitoring Location 7 ("ST-7") was representative of areas along El Camino Real northwest of Millbrae Avenue. Land uses in the vicinity of this short-term location included commercial and multiple-family residential. The site was located approximately 910 feet northwest of the intersection of El Camino Real and Millbrae Avenue, 815 feet west of the Millbrae Station, 0.44 mile southwest of US 101, and 0.48 mile southwest of the southernmost portion of the tarmac at SFO. The microphone and sound meter were positioned approximately 50 feet southwest of the centerline of El Camino Real, approximately 70 feet south of its intersection with Victoria Avenue, on an island separating southeast-bound El Camino Real and the access road that runs parallel to it and also provides a parking area for business patrons. Fifteen minutes of noise measurements were acquired, beginning at 6:24 p.m. on Wednesday, October 1, 2014. During measurements, the air temperature was 75.3 °F with a relative humidity of 29.5 percent, and winds were less than 3 mph.

The noise environment of this location was characterized primarily by the sound of traffic along El Camino Real and Victoria Avenue, distant traffic from Millbrae Avenue, trains arriving and departing at the Millbrae Station, distant aircraft, commercial activity, and rustling trees and bushes. Occasionally, the noise environment was punctuated by the passage of a vehicle along the side street at El Camino Real. The 15-minute L_{eq} was 69.8 dBA.

Short-Term Location 8

Short-term noise monitoring Location 8 ("ST-8") was representative of area north of TOD #2 project site. The site was located on a public works yard zoned as a public facility. Other land uses in the vicinity of this short-term location included single-family residential, industrial, and commercial. The site was located approximately 490 feet north of the Millbrae Station, 800 feet northeast of the centerline of El Camino Real, 825 feet northwest of the centerline of Millbrae Avenue, 0.28 mile southwest of the centerline of US 101, and 0.33 miles southwest of the southernmost portion of the tarmac at SFO. The microphone and sound meter were positioned in the southernmost corner of the public works yard just north of Millbrae Station, approximately 285 feet northeast of the center of the train tracks, across a canal from the Millbrae Station parking structure, and approximately 300 feet south of Aviador Avenue. Fifteen minutes of noise measurements were acquired, beginning at 2:23 p.m. on Wednesday, October 1, 2014. During measurements, the air temperature was 89.3 °F with a relative humidity of 20.0 percent, and winds were 1 to 2 mph.

The noise environment of this location was characterized primarily by the sound of cars in the Millbrae Station parking structure, electrical equipment between the Station and the parking structure, trains arriving at the Station, distant aircraft, distant traffic, birds, and bugs. Occasionally, the noise environment was punctuated by the arrival, idling, and departure of trucks at the public works yard. The 15-minute L_{eq} was 59.1 dBA.

Short-Term TIME HISTORY DATA

Millbrae Station Area Specific Plan

Record Period (min): 15 Sampling Period (sec): 60

RANCHO Location	Description	Lowest Leq	15-minute Leq	Highest Leq
ST-1	Millbrae Ave. & U.S. 101	67.1	72.1	77.9
ST-2	Adrian Rd. near U.S. 101	65.9	67.3	68.9
ST-3	Adrian Rd. & Rollins Rd.	56.1	59.1	63.0
ST-4	Millbrae Station Parking Lot	57.6	62.2	67.1
ST-5	El Camino Real/Millbrae Ave.	59.0	62.7	67.4
ST-6	South Broadway	49.9	54.2	57.9
ST-7	El Camino Real/Victoria Ave.	66.3	69.8	72.6
ST-8	Public Works Yard	55.3	59.1	62.2

MILLBRAE ST-1	Date Run	Time	Level	LT Leq	MILLBRAE	
	10/1/2014	15:04:42	77.9			
2	10/1/2014	15:05:42	68.8			
3	10/1/2014	15:06:42	68.8			
4	10/1/2014	15:07:42	68.9			
5	10/1/2014	15:08:42	67.9			
6	10/1/2014	15:09:42	68.4			
7	10/1/2014	15:10:42	74.0			
8	10/1/2014	15:11:42	67.1			
9	10/1/2014	15:12:42	70.5			
10	10/1/2014	15:13:42	70.3			
11	10/1/2014	15:14:42	70.1			
12	10/1/2014	15:15:42	76.5			
13	10/1/2014	15:16:42	72.9		**min Leq**	**67.1**
14	10/1/2014	15:17:42	70.5		**15-min Leq**	**72.1**
15	10/1/2014	15:18:42	68.7		**max Leq**	**77.9**
	Stop					

MILLBRAE	Run					
ST-2	10/1/2014	15:35:49	66.1			
2	10/1/2014	15:36:49	68.6			
3	10/1/2014	15:37:49	66.8			
4	10/1/2014	15:38:49	68.1			
5	10/1/2014	15:39:49	67.3			
6	10/1/2014	15:40:49	67.2			
7	10/1/2014	15:41:49	68.9			
8	10/1/2014	15:42:49	68.3			
9	10/1/2014	15:43:49	66.7			
10	10/1/2014	15:44:49	66.5			
11	10/1/2014	15:45:49	68.1			
12	10/1/2014	15:46:49	66.3			
13	10/1/2014	15:47:49	65.9		**min Leq**	**65.9**
14	10/1/2014	15:48:49	67.2		**15-min Leq**	**67.3**
15	10/1/2014	15:49:49	66.5		**max Leq**	**68.9**
	Stop					
MILLBRAE	Run					
ST-3	10/1/2014	16:08:06	58.6			
2	10/1/2014	16:09:06	56.1			
3	10/1/2014	16:10:06	57.2			
4	10/1/2014	16:11:06	58.4			
5	10/1/2014	16:12:06	63.0			
6	10/1/2014	16:13:06	57.2			
7	10/1/2014	16:14:06	58.5			
8	10/1/2014	16:15:06	60.5			
9	10/1/2014	16:16:06	58.8			
10	10/1/2014	16:17:06	58.9			
11	10/1/2014	16:18:06	59.6			
12	10/1/2014	16:19:06	60.5			
13	10/1/2014	16:20:06	56.3		**min Leq**	**56.1**
14	10/1/2014	16:21:06	57.5		**15-min Leq**	**59.1**
15	10/1/2014	16:22:06	59.4		**max Leq**	**63.0**

MILLBRAE	Run				
ST-4	10/1/2014	16:42:32	67.1		
2	10/1/2014	16:43:32	57.9		
3	10/1/2014	16:44:32	57.6		
4	10/1/2014	16:45:32	61.6		
5	10/1/2014	16:46:32	60.2		
6	10/1/2014	16:47:32	62.1		
7	10/1/2014	16:48:32	58.0		
8	10/1/2014	16:49:32	59.9		
9	10/1/2014	16:50:32	59.5		
10	10/1/2014	16:51:32	58.4		
11	10/1/2014	16:52:32	66.4		
12	10/1/2014	16:53:32	66.7		
13	10/1/2014	16:54:32	59.0	**min Leq**	**57.6**
14	10/1/2014	16:55:32	59.2	**15-min Leq**	**62.2**
15	10/1/2014	16:56:32	58.1	**max Leq**	**67.1**
				end	

MILLBRAE	Run				
ST-5	10/1/2014	17:11:54	63.6		
2	10/1/2014	17:12:54	59.1		
3	10/1/2014	17:13:54	61.8		
4	10/1/2014	17:14:54	60.7		
5	10/1/2014	17:15:54	59.1		
6	10/1/2014	17:16:54	63.1		
7	10/1/2014	17:17:54	59.0		
8	10/1/2014	17:18:54	61.6		
9	10/1/2014	17:19:54	67.4		
10	10/1/2014	17:20:54	63.4		
11	10/1/2014	17:21:54	61.8		
12	10/1/2014	17:22:54	64.8		
13	10/1/2014	17:23:54	61.7	**min Leq**	**59.0**
14	10/1/2014	17:24:54	63.7	**15-min Leq**	**62.7**
15	10/1/2014	17:25:54	60.6	**max Leq**	**67.4**

MILLBRAE	Run				
ST-6	10/1/2014	17:56:04	55.2		
2	10/1/2014	17:57:04	56.2		
3	10/1/2014	17:58:04	54.5		
4	10/1/2014	17:59:04	53.3		
5	10/1/2014	18:00:04	51.5		
6	10/1/2014	18:01:04	50.7		
7	10/1/2014	18:02:04	53.5		
8	10/1/2014	18:03:04	50.7		
9	10/1/2014	18:04:04	52.6		
10	10/1/2014	18:05:04	49.9		
11	10/1/2014	18:06:04	54.2		
12	10/1/2014	18:07:04	53.8		
13	10/1/2014	18:08:04	53.5	**min Leq**	**49.9**
14	10/1/2014	18:09:04	57.9	**15-min Leq**	**54.2**
15	10/1/2014	18:10:04	57.1	**max Leq**	**57.9**

MILLBRAE	Run				
ST-7	10/1/2014	18:30:28	69.7		
2	10/1/2014	18:31:28	68.4		
3	10/1/2014	18:32:28	68.0		
4	10/1/2014	18:33:28	71.2		
5	10/1/2014	18:34:28	69.2		
6	10/1/2014	18:35:28	67.2		
7	10/1/2014	18:36:28	70.5		
8	10/1/2014	18:37:28	68.5		
9	10/1/2014	18:38:28	69.6		
10	10/1/2014	18:39:28	71.1		
11	10/1/2014	18:40:28	66.3		
12	10/1/2014	18:41:28	70.6		
13	10/1/2014	18:42:28	72.6	**min Leq**	**66.3**
14	10/1/2014	18:43:28	71.6	**15-min Leq**	**69.8**
15	10/1/2014	18:44:28	66.5	**max Leq**	**72.6**

MILLBRAE	Run					
ST-8	10/1/2014	14:33:44	62.2			
2	10/1/2014	14:34:44	56.3			
3	10/1/2014	14:35:44	58.7			
4	10/1/2014	14:36:44	55.3			
5	10/1/2014	14:37:44	55.5			
6	10/1/2014	14:38:44	58.7			
7	10/1/2014	14:39:44	58.2			
8	10/1/2014	14:40:44	59.7			
9	10/1/2014	14:41:44	60.4			
10	10/1/2014	14:42:44	62.2			
11	10/1/2014	14:43:44	60.6			
12	10/1/2014	14:44:44	59.8			
13	10/1/2014	14:45:44	56.5		**min Leq**	**55.3**
14	10/1/2014	14:46:44	57.2		**15-min Leq**	**59.1**
15	10/1/2014	14:47:44	56.5		**max Leq**	**62.2**
	Stop					

LONG-TERM MEASUREMENTS

Long-Term locations

Long-Term Location 1

Long-term noise monitoring Location 1 ("LT-1") was representative of areas located within the Millbrae Station parking lot in the TOD #2 project site, near the western corner of Millbrae Avenue and Rollins Road. The site was located approximately 575 feet northeast of the center of Millbrae Station, 0.26 mile southwest of the Centerline of US 101, and 0.31 mile southwest of the southernmost portion of the tarmac at SFO. Land uses in the vicinity of this long-term location fell are generally transit-oriented and related to parking for or operations at the Millbrae Station. There are public facilities (Public Works storage yard) and single-family residential uses immediately northwest of the TOD #2 project site. There are also industrial uses nearby (generally to the south).

The noise measurement device was chained to a light post approximately 200 feet northwest of the centerline of Millbrae Avenue and 260 feet to the northwest of its intersection with Rollins Road. Noise level data over a 24-hour period were acquired, beginning at 11:24 a.m. on Tuesday, September 30, 2014. At the beginning of measurements, the air temperature was 73.6 °F with a relative humidity of 67.0 percent, and winds were less than 1.4 to 2.3 mph. Over the course of the long-term measurements, the temperature generally varied between 55 °F and 77.5 °F. Winds reached up to 14 mph on the afternoon of September 30, but stayed relatively calm for the rest of the data collection period after 7:30 p.m. Relative humidity during the 24-hour period ranged from approximately 33 percent to 99 percent. The atmospheric pressure centered around 29.80 ± 0.06 inches of mercury.[1] The 24-hour Day Night Noise Level (L_{dn}) at this location was 67.9 dBA. The highest and lowest hourly L_{eq} levels observed at this location were, respectively, 67.0 dBA during the period of 6:00 a.m. to 7:00 a.m., and 56.7 dBA during the 3:00 a.m. to 4:00 a.m. hour. A time history chart of the hourly data for LT-1 is included in Appendix E of this Draft EIR.

Long-Term Location 2

Long-term noise monitoring Location 2 ("LT-2") was representative of areas immediately southwest of Millbrae Station, near the southern edge of the TOD #1 project site. The location was a small fence near a small two-hour parking lot on the southern side of the corner where Linden Avenue turns into California Drive. The site was located approximately 325 feet southwest of the center of Millbrae Station, 265 feet northeast of the centerline of El Camino Real, 215 feet northwest of the centerline of Millbrae Avenue, 0.40 miles southwest of the centerline of US 101, and 0.45 mile southwest of the southernmost portion of the Tarmac at SFO. Land uses in the vicinity of this measurement location consisted of commercial uses. The microphone and sound meter were positioned approximately 25 feet to the southwest of the centerline of California Drive and 345 feet from to the northeast of the intersection of Millbrae Avenue and El Camino Real. Noise level data over a 24-hour period were acquired, beginning at 12:15 p.m. on Tuesday, September 30, 2014. At the beginning of measurements, the air temperature was 73.8 °F and winds were steady at 1 mph. Over the course of the long-term measurements, the temperature generally varied between 53.1 °F and 79.2 °F. Winds reached up to 14 mph

[1] www.wunderground.com historical meteorological records for San Bruno, California between 11:24 a.m. on September 30, 2014 and 11:30 a.m. on October 1, 2014.

on the afternoon of September 30, but stayed relatively calm for the rest of the data collection period after 7:30 p.m. Relative humidity during the 24-hour period ranged from approximately 31 percent to 99 percent. The atmospheric pressure centered around 29.79 ± 0.05 inches of mercury.[2] The 24-hour L_{dn} at this location was 71.8 dBA. The highest and lowest hourly L_{eq} levels observed at this location were, respectively, 73.0 dBA during the period of 5:00 p.m. to 6:00 p.m., and 54.7 dBA during the hour between 3:00 a.m. and 4:00 a.m. A time history chart of the hourly data for LT-2 is included in this Appendix E.

Long-Term Location 3

Long-term noise monitoring Location 3 ("LT-3") was representative of areas in the eastern corner of the TOD #2 project site. The location was across the street at the terminus of Aviador Avenue, to the northeast of the Chevron Gas Station, approximately 150 feet northwest of the centerline of intersection of Millbrae Avenue and the southbound US 101 off-ramp. The location was located approximately 115 feet northwest of the centerline of Millbrae Avenue, 710 feet southwest of the centerline of US 101, 0.20 miles southwest of the southernmost portion of the tarmac at SFO, and ¼-mile northeast of Millbrae Station. This measurement location was on land designated as open space, with industrial, single-family residential, and commercial land uses also nearby. The microphone and sound meter were positioned on a sturdy tree approximately 175 feet to the northeast of the gas pumps at the Chevron Gas station. Noise level data over a 24-hour period were acquired, beginning at 1:40 p.m. on Wednesday, October 1, 2014. At the beginning of measurements, the air temperature was 89.2 °F and winds were steady at 1.4 mph. Over the course of the long-term measurements, the temperature generally varied between 53.1 °F and 84.6 °F. Winds reached up to 12.5 mph on the afternoon of October 1, but did not exceed 8 mph for the rest of the data collection period after 4:45 p.m. Relative humidity during the 24-hour period ranged from approximately 20 percent to 90 percent. The atmospheric pressure centered around 29.84 ± 0.09 inches of mercury.[3] The 24-hour L_{dn} at this location was 71 dBA. The highest and lowest hourly L_{eq} levels observed at this location were, respectively, 72.3 dBA during the period of 9:00 a.m. to 10:00 a.m., and 59.3 dBA during the 3:00 a.m. to 4:00 a.m. hour. A time history chart of the hourly data for Long-Term Location 3 is included in this Appendix E.

[2] www.wunderground.com historical meteorological records for San Bruno, California between 12:15 p.m. on September 30, 2014 and 12:15 p.m. on October 1, 2014.

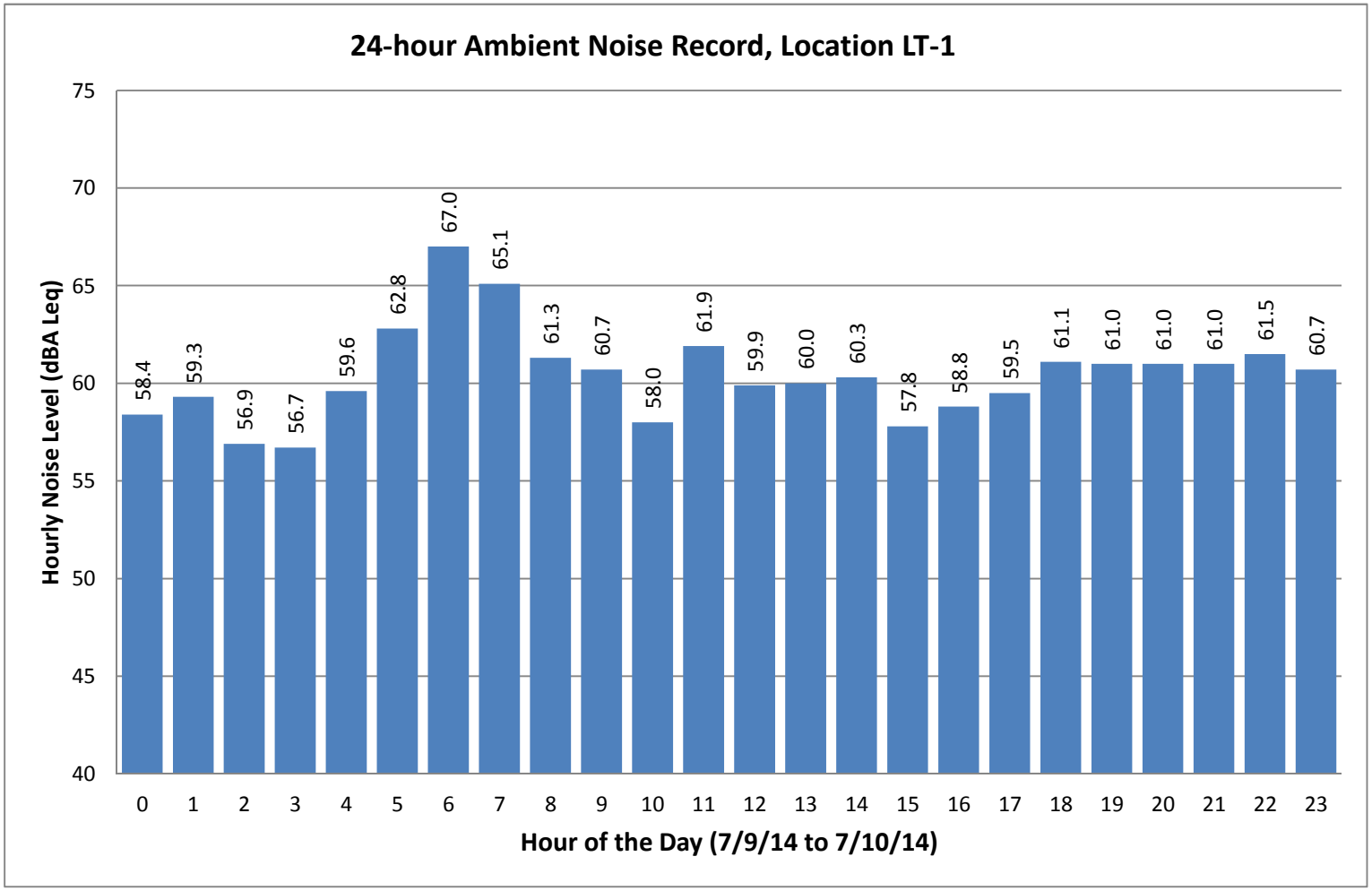
[3] www.wunderground.com historical meteorological records for San Bruno, California between 1:40 p.m. on October 1, 2014 and 1:40 p.m. on October 2, 2014.

Interval Data LT1

Date	Start Time	Duration	Leq	Lmax	Lmin	L(5)	L(10)	L(33)	L(50)	L(67)	L(90)
9/30/2014	12:00:00	3600	59.9	83.2	51.2	61.6	60.1	58.1	57.2	56.2	54.2
9/30/2014	13:00:00	3600	60.0	71.8	55.5	62.4	61.8	60.4	59.7	59.0	57.6
9/30/2014	14:00:00	3600	60.3	75.6	53.7	63.3	61.9	60.2	59.3	58.5	57.0
9/30/2014	15:00:00	3600	57.8	73.6	49.7	61.2	59.9	57.6	56.5	55.3	53.2
9/30/2014	16:00:00	3600	58.8	71.6	50.8	62.8	61.5	58.7	57.5	56.4	54.2
9/30/2014	17:00:00	3600	59.5	74.2	52.2	62.8	61.8	59.0	57.8	57.0	55.4
9/30/2014	18:00:00	3600	61.1	79.1	54.1	64.6	62.8	60.2	59.3	58.4	56.8
9/30/2014	19:00:00	3600	61.0	80.1	54.1	64.5	63.1	60.7	59.7	58.9	57.5
9/30/2014	20:00:00	3600	61.0	82.5	55.4	63.7	62.5	60.7	59.8	59.0	57.5
9/30/2014	21:00:00	3600	61.0	81.1	55.8	63.5	62.6	60.8	60.0	59.3	58.0
9/30/2014	22:00:00	3600	61.5	83.9	53.3	64.7	63.5	61.2	60.1	58.9	56.9
9/30/2014	23:00:00	3600	60.7	73.4	52.5	65.5	63.6	60.1	58.8	57.7	56.0
10/1/2014	0:00:00	3600	58.4	74.1	49.6	62.6	60.8	57.7	56.3	55.1	53.2
10/1/2014	1:00:00	3600	59.3	71.5	49.2	65.7	62.3	57.5	56.3	55.1	53.0
10/1/2014	2:00:00	3600	56.9	73.5	50.2	60.0	58.4	55.7	54.8	53.8	52.3
10/1/2014	3:00:00	3600	56.7	71.8	49.3	60.4	58.6	56.0	54.6	53.5	51.7
10/1/2014	4:00:00	3600	59.6	74.0	53.0	63.2	61.2	58.9	58.2	57.3	55.6
10/1/2014	5:00:00	3600	62.8	83.6	55.2	66.5	65.1	62.4	60.9	59.8	58.3
10/1/2014	6:00:00	3600	67.0	78.9	60.6	69.9	69.0	67.1	66.3	65.4	63.7
10/1/2014	7:00:00	3600	65.1	85.5	55.6	68.6	67.7	65.6	63.9	62.1	59.7
10/1/2014	8:00:00	3600	61.3	68.9	53.8	64.3	63.5	61.6	60.7	59.8	58.3
10/1/2014	9:00:00	3600	60.7	70.6	56.1	63.5	62.7	61.0	60.2	59.4	57.9
10/1/2014	10:00:00	3600	58.0	73.6	51.6	61.0	60.1	58.2	57.3	56.4	55.0
10/1/2014	11:00:00	3600	61.9	86.8	50.6	60.9	59.7	57.1	56.1	55.0	53.3

Day 1		24-hr CALCS			Ldn CALCS			CNEL CALCS	
Time	D/E/N	1-h Leq	Energy	Penalty	Adj'd SPL	Adj'd Energy	Penalty	Adj'd SPL	Adj'd Energy
12:00 PM	D	59.9	977,237	0	59.9	977,237	0	59.9	977,237
1:00 PM	D	60.0	1,000,000	0	60.0	1,000,000	0	60.0	1,000,000
2:00 PM	D	60.3	1,071,519	0	60.3	1,071,519	0	60.3	1,071,519
3:00 PM	D	57.8	602,560	0	57.8	602,560	0	57.8	602,560
4:00 PM	D	58.8	758,578	0	58.8	758,578	0	58.8	758,578
5:00 PM	D	59.5	891,251	0	59.5	891,251	0	59.5	891,251
6:00 PM	D	61.1	1,288,250	0	61.1	1,288,250	0	61.1	1,288,250
7:00 PM	E	61.0	1,258,925	0	61.0	1,258,925	5	66.0	3,981,072
8:00 PM	E	61.0	1,258,925	0	61.0	1,258,925	5	66.0	3,981,072
9:00 PM	E	61.0	1,258,925	0	61.0	1,258,925	5	66.0	3,981,072
10:00 PM	N	61.5	1,412,538	10	71.5	14,125,375	10	71.5	14,125,375
11:00 PM	N	60.7	1,174,898	10	70.7	11,748,976	10	70.7	11,748,976
12:00 AM	N	58.4	691,831	10	68.4	6,918,310	10	68.4	6,918,310
1:00 AM	N	59.3	851,138	10	69.3	8,511,380	10	69.3	8,511,380
2:00 AM	N	56.9	489,779	10	66.9	4,897,788	10	66.9	4,897,788
3:00 AM	N	56.7	467,735	10	66.7	4,677,351	10	66.7	4,677,351
4:00 AM	N	59.6	912,011	10	69.6	9,120,108	10	69.6	9,120,108
5:00 AM	N	62.8	1,905,461	10	72.8	19,054,607	10	72.8	19,054,607
6:00 AM	N	67.0	5,011,872	10	77.0	50,118,723	10	77.0	50,118,723
7:00 AM	D	65.1	3,235,937	0	65.1	3,235,937	0	65.1	3,235,937
8:00 AM	D	61.3	1,348,963	0	61.3	1,348,963	0	61.3	1,348,963
9:00 AM	D	60.7	1,174,898	0	60.7	1,174,898	0	60.7	1,174,898
10:00 AM	D	58.0	630,957	0	58.0	630,957	0	58.0	630,957
11:00 AM	D	61.9	1,548,817	0	61.9	1,548,817	0	61.9	1,548,817
		24h Leq	Leq-24 energy		**Ldn**	Ldn energy		**CNEL**	CNEL energy
		61.1	31,223,003		**67.9**	147,478,361		**68.1**	155,644,800

HOUR	1-h Leq
0	58.4
1	59.3
2	56.9
3	56.7
4	59.6
5	62.8
6	67.0
7	65.1
8	61.3
9	60.7
10	58.0
11	61.9
12	59.9
13	60.0
14	60.3
15	57.8
16	58.8
17	59.5
18	61.1
19	61.0
20	61.0
21	61.0
22	61.5
23	60.7



Noise Peak Hour = 6 AM

Peak Hour Noise Level (dBA Leq) = 67.0

Community Noise Equivalent Level (CNEL) = 68.1

Day-Night Level (L_{dn}) = 67.9

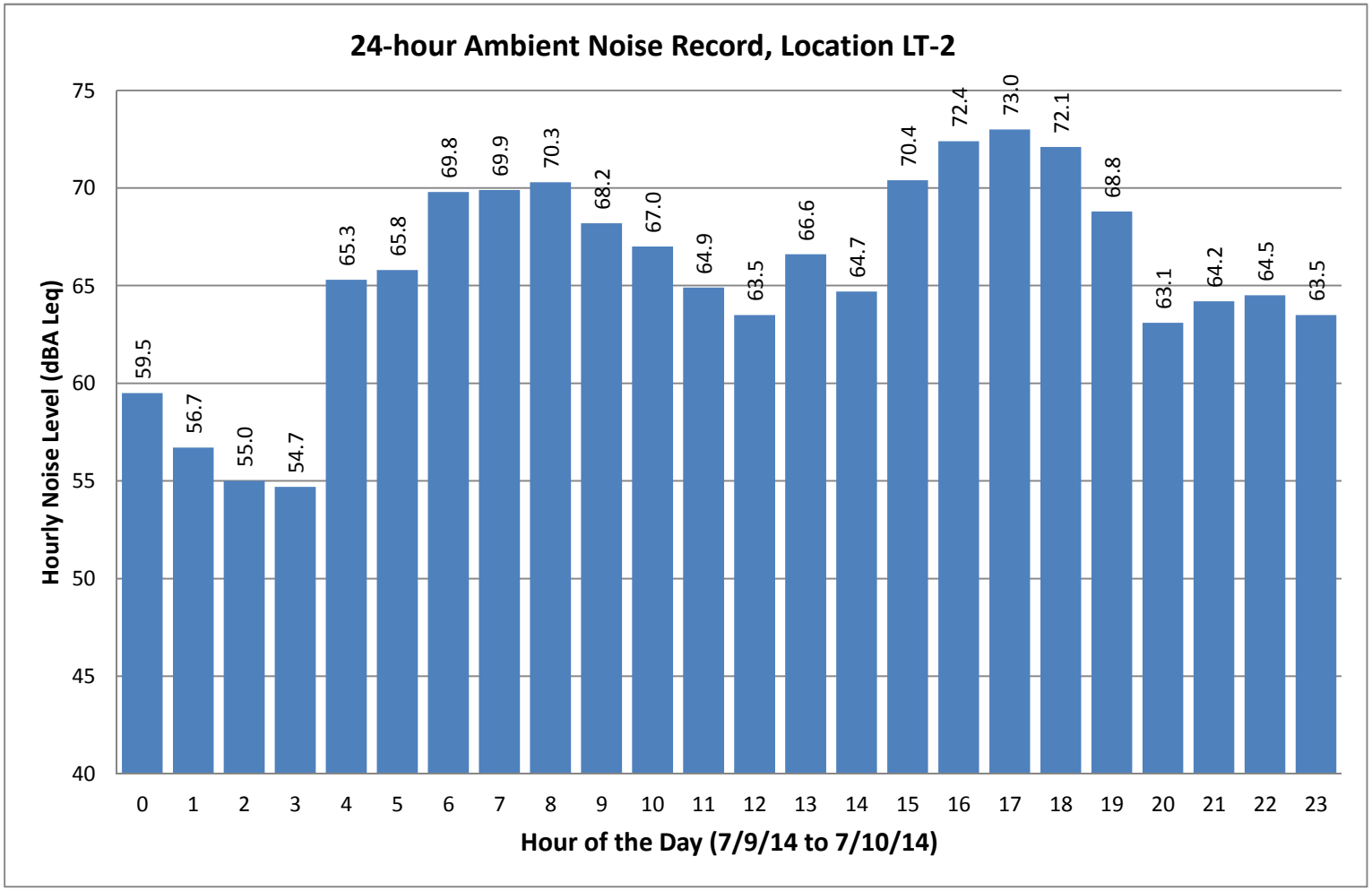
24-hour Energy-Equivalent Level ($L_{eq\text{-}24hr}$) = 61.1

Interval Data LT2

Date	Start Time	Duration	Leq	Lmax	Lmin	L(2)	L(8)	L(16)	L(25)	L(50)	L(90)
9/30/2014	13:00:00	3600	66.6	90.2	54.4	76.6	68.8	64.7	63.0	59.8	56.9
9/30/2014	14:00:00	3600	64.7	80.5	53.2	74.4	69.3	64.9	63.2	60.0	56.8
9/30/2014	15:00:00	3600	70.4	82.2	54.7	77.3	74.6	73.2	72.4	65.3	58.5
9/30/2014	16:00:00	3600	72.4	87.8	56.1	77.5	75.5	74.3	73.4	71.8	60.7
9/30/2014	17:00:00	3600	73.0	89.0	54.2	78.0	76.6	75.1	74.5	72.2	59.3
9/30/2014	18:00:00	3600	72.1	89.3	53.9	78.8	75.6	73.7	71.9	64.8	58.7
9/30/2014	19:00:00	3600	68.8	92.6	55.3	77.2	74.3	70.4	66.0	61.4	57.4
9/30/2014	20:00:00	3600	63.1	77.8	54.3	72.4	65.8	62.7	61.0	58.6	56.4
9/30/2014	21:00:00	3600	64.2	81.2	53.6	74.1	66.7	63.0	61.1	58.4	56.1
9/30/2014	22:00:00	3600	64.5	82.3	52.0	75.4	65.7	62.8	60.8	57.8	54.9
9/30/2014	23:00:00	3600	63.5	79.0	51.4	74.0	67.0	62.6	60.3	57.4	54.2
10/1/2014	0:00:00	3600	59.5	77.4	50.1	70.2	60.3	58.1	56.9	55.2	52.4
10/1/2014	1:00:00	3600	56.7	70.9	49.1	64.5	60.0	57.6	56.4	54.5	51.6
10/1/2014	2:00:00	3600	55.0	73.8	47.7	63.4	57.1	55.2	54.4	52.6	50.1
10/1/2014	3:00:00	3600	54.7	68.4	46.5	62.5	57.7	55.7	54.6	52.4	49.1
10/1/2014	4:00:00	3600	65.3	87.4	50.0	67.7	60.7	58.3	57.0	55.3	52.2
10/1/2014	5:00:00	3600	65.8	88.5	53.4	75.5	70.4	64.6	62.5	59.5	56.3
10/1/2014	6:00:00	3600	69.8	88.5	57.6	77.8	74.9	72.0	67.8	64.6	61.5
10/1/2014	7:00:00	3600	69.9	84.2	58.3	77.4	74.8	72.3	70.4	65.7	62.1
10/1/2014	8:00:00	3600	70.3	87.7	56.3	77.8	74.8	73.2	71.1	65.3	59.8
10/1/2014	9:00:00	3600	68.2	83.2	55.8	76.5	73.2	71.0	67.2	62.9	58.6
10/1/2014	10:00:00	3600	67.0	81.2	53.5	76.5	72.2	67.8	65.0	60.9	56.6
10/1/2014	11:00:00	3600	64.9	78.6	50.9	75.4	67.3	64.6	62.9	59.2	56.0
10/1/2014	12:00:00	3600	63.5	78.2	53.2	72.3	67.3	64.4	62.7	59.1	55.5

Day 1		24-hr CALCS			Ldn CALCS			CNEL CALCS	
Time	D/E/N	1-h Leq	Energy	Penalty	Adj'd SPL	Adj'd Energy	Penalty	Adj'd SPL	Adj'd Energy
1:00 PM	D	66.6	4,570,882	0	66.6	4,570,882	0	66.6	4,570,882
2:00 PM	D	64.7	2,951,209	0	64.7	2,951,209	0	64.7	2,951,209
3:00 PM	D	70.4	10,964,782	0	70.4	10,964,782	0	70.4	10,964,782
4:00 PM	D	72.4	17,378,008	0	72.4	17,378,008	0	72.4	17,378,008
5:00 PM	D	73.0	19,952,623	0	73.0	19,952,623	0	73.0	19,952,623
6:00 PM	D	72.1	16,218,101	0	72.1	16,218,101	0	72.1	16,218,101
7:00 PM	E	68.8	7,585,776	0	68.8	7,585,776	5	73.8	23,988,329
8:00 PM	E	63.1	2,041,738	0	63.1	2,041,738	5	68.1	6,456,542
9:00 PM	E	64.2	2,630,268	0	64.2	2,630,268	5	69.2	8,317,638
10:00 PM	N	64.5	2,818,383	10	74.5	28,183,829	10	74.5	28,183,829
11:00 PM	N	63.5	2,238,721	10	73.5	22,387,211	10	73.5	22,387,211
12:00 AM	N	59.5	891,251	10	69.5	8,912,509	10	69.5	8,912,509
1:00 AM	N	56.7	467,735	10	66.7	4,677,351	10	66.7	4,677,351
2:00 AM	N	55.0	316,228	10	65.0	3,162,278	10	65.0	3,162,278
3:00 AM	N	54.7	295,121	10	64.7	2,951,209	10	64.7	2,951,209
4:00 AM	N	65.3	3,388,442	10	75.3	33,884,416	10	75.3	33,884,416
5:00 AM	N	65.8	3,801,894	10	75.8	38,018,940	10	75.8	38,018,940
6:00 AM	N	69.8	9,549,926	10	79.8	95,499,259	10	79.8	95,499,259
7:00 AM	D	69.9	9,772,372	0	69.9	9,772,372	0	69.9	9,772,372
8:00 AM	D	70.3	10,715,193	0	70.3	10,715,193	0	70.3	10,715,193
9:00 AM	D	68.2	6,606,934	0	68.2	6,606,934	0	68.2	6,606,934
10:00 AM	D	67.0	5,011,872	0	67.0	5,011,872	0	67.0	5,011,872
11:00 AM	D	64.9	3,090,295	0	64.9	3,090,295	0	64.9	3,090,295
12:00 PM	D	63.5	2,238,721	0	63.5	2,238,721	0	63.5	2,238,721
		24h Leq	Leq-24 energy		**Ldn**	Ldn energy		**CNEL**	CNEL energy
		67.8	145,496,476		**71.8**	359,405,778		**72.1**	385,910,506

HOUR	1-h Leq
0	59.5
1	56.7
2	55.0
3	54.7
4	65.3
5	65.8
6	69.8
7	69.9
8	70.3
9	68.2
10	67.0
11	64.9
12	63.5
13	66.6
14	64.7
15	70.4
16	72.4
17	73.0
18	72.1
19	68.8
20	63.1
21	64.2
22	64.5
23	63.5



Noise Peak Hour = 5 PM

Peak Hour Noise Level (dBA Leq) = 73.0

Community Noise Equivalent Level (CNEL) = 72.1

Day-Night Level (L_{dn}) = 71.8

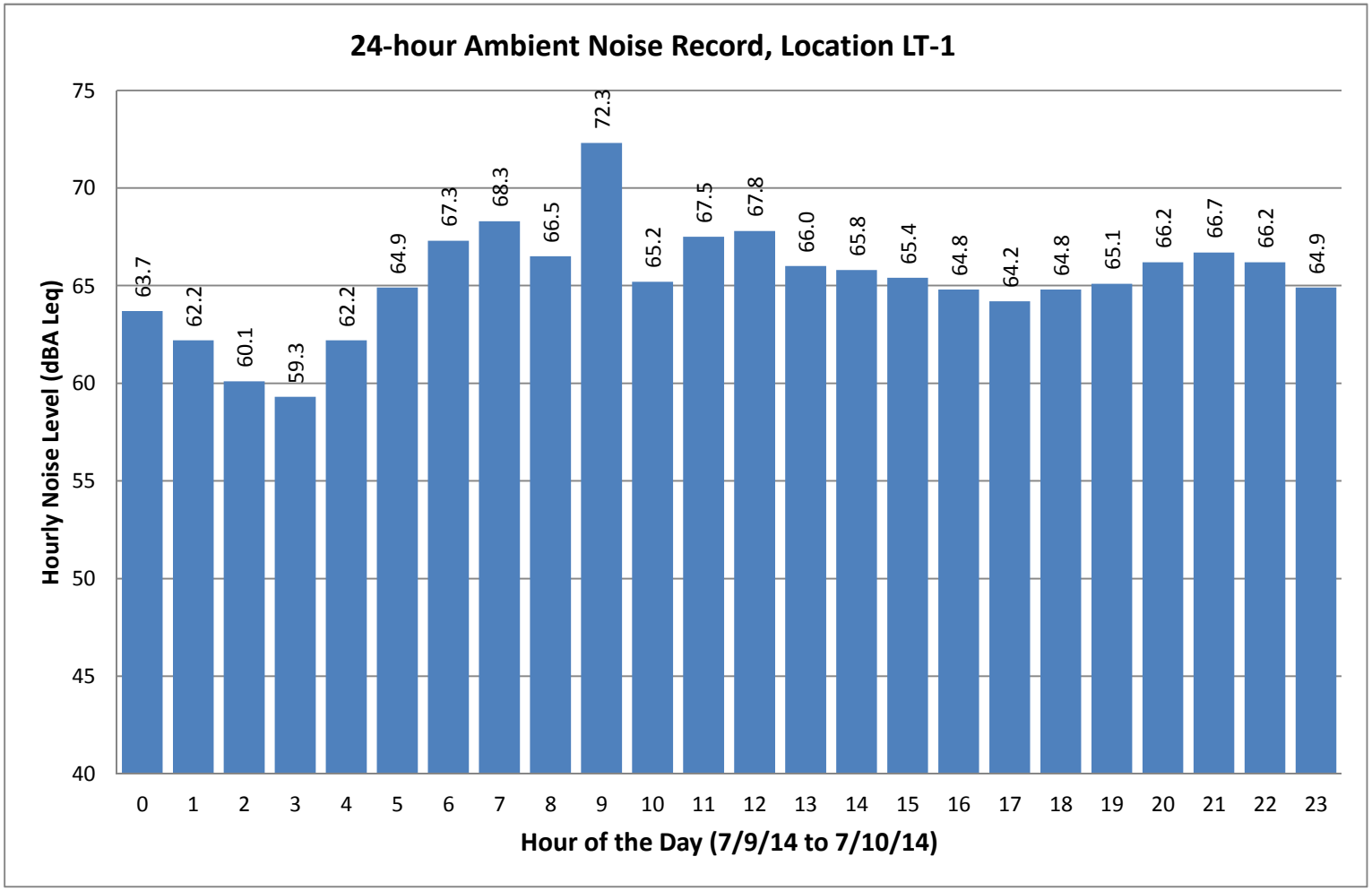
24-hour Energy-Equivalent Level ($L_{eq-24hr}$) = 67.8

Interval Data LT3

Date	Start Time	Duration	Leq	Lmax	Lmin	L(5)	L(10)	L(33)	L(50)	L(67)	L(90)
10/1/2014	14:00:00	3600	65.8	82.6	56.7	68.9	67.6	65.7	64.8	63.7	61.3
10/1/2014	15:00:00	3600	65.4	84.2	57.9	69.1	67.4	64.5	63.4	62.6	61.0
10/1/2014	16:00:00	3600	64.8	81.6	58.5	68.4	66.6	64.3	63.4	62.6	61.0
10/1/2014	17:00:00	3600	64.2	81.1	57.9	67.9	66.3	63.7	62.7	61.7	60.1
10/1/2014	18:00:00	3600	64.8	88.4	57.6	67.7	66.3	64.0	63.1	62.4	60.7
10/1/2014	19:00:00	3600	65.1	80.0	59.9	68.0	66.6	64.7	64.0	63.3	62.2
10/1/2014	20:00:00	3600	66.2	88.6	60.3	68.7	67.0	64.9	64.1	63.3	62.1
10/1/2014	21:00:00	3600	66.7	92.7	58.7	68.2	66.8	64.5	63.6	62.8	61.5
10/1/2014	22:00:00	3600	66.2	90.5	58.7	69.4	67.6	65.0	63.8	62.9	61.3
10/1/2014	23:00:00	3600	64.9	77.6	59.7	68.3	67.1	65.1	64.1	63.2	61.7
10/2/2014	0:00:00	3600	63.7	85.9	55.6	66.5	64.8	62.2	61.3	60.4	58.6
10/2/2014	1:00:00	3600	62.2	78.1	54.1	65.9	64.5	61.8	60.6	59.4	57.6
10/2/2014	2:00:00	3600	60.1	75.6	53.1	63.7	61.8	59.4	58.4	57.6	56.3
10/2/2014	3:00:00	3600	59.3	70.3	53.5	63.4	61.8	58.9	58.1	57.2	55.8
10/2/2014	4:00:00	3600	62.2	78.4	55.8	65.7	64.0	61.8	60.9	60.2	58.8
10/2/2014	5:00:00	3600	64.9	78.9	58.4	68.5	66.9	64.7	63.8	62.8	61.2
10/2/2014	6:00:00	3600	67.3	82.1	61.6	70.5	69.3	67.2	66.3	65.4	64.0
10/2/2014	7:00:00	3600	68.3	88.4	59.9	71.4	69.8	67.6	66.7	65.8	64.1
10/2/2014	8:00:00	3600	66.5	82.7	58.0	69.9	68.5	66.2	65.2	64.3	62.5
10/2/2014	9:00:00	3600	72.3	83.5	57.8	80.3	79.5	67.0	65.5	64.2	61.7
10/2/2014	10:00:00	3600	65.2	81.1	55.4	68.9	67.4	65.0	63.9	62.8	60.9
10/2/2014	11:00:00	3600	67.5	90.6	57.3	69.5	67.8	65.0	63.9	63.0	61.1
10/2/2014	12:00:00	3600	67.8	88.9	56.3	71.2	68.3	64.6	63.4	62.3	60.1
10/2/2014	13:00:00	3600	66.0	85.1	55.7	69.7	68.0	64.9	63.6	62.4	60.2

Day 1		24-hr CALCS			Ldn CALCS			CNEL CALCS	
Time	D/E/N	1-h Leq	Energy	Penalty	Adj'd SPL	Adj'd Energy	Penalty	Adj'd SPL	Adj'd Energy
2:00 PM	D	65.8	3,801,894	0	65.8	3,801,894	0	65.8	3,801,894
3:00 PM	D	65.4	3,467,369	0	65.4	3,467,369	0	65.4	3,467,369
4:00 PM	D	64.8	3,019,952	0	64.8	3,019,952	0	64.8	3,019,952
5:00 PM	D	64.2	2,630,268	0	64.2	2,630,268	0	64.2	2,630,268
6:00 PM	D	64.8	3,019,952	0	64.8	3,019,952	0	64.8	3,019,952
7:00 PM	E	65.1	3,235,937	0	65.1	3,235,937	5	70.1	10,232,930
8:00 PM	E	66.2	4,168,694	0	66.2	4,168,694	5	71.2	13,182,567
9:00 PM	E	66.7	4,677,351	0	66.7	4,677,351	5	71.7	14,791,084
10:00 PM	N	66.2	4,168,694	10	76.2	41,686,938	10	76.2	41,686,938
11:00 PM	N	64.9	3,090,295	10	74.9	30,902,954	10	74.9	30,902,954
12:00 AM	N	63.7	2,344,229	10	73.7	23,442,288	10	73.7	23,442,288
1:00 AM	N	62.2	1,659,587	10	72.2	16,595,869	10	72.2	16,595,869
2:00 AM	N	60.1	1,023,293	10	70.1	10,232,930	10	70.1	10,232,930
3:00 AM	N	59.3	851,138	10	69.3	8,511,380	10	69.3	8,511,380
4:00 AM	N	62.2	1,659,587	10	72.2	16,595,869	10	72.2	16,595,869
5:00 AM	N	64.9	3,090,295	10	74.9	30,902,954	10	74.9	30,902,954
6:00 AM	N	67.3	5,370,318	10	77.3	53,703,180	10	77.3	53,703,180
7:00 AM	D	68.3	6,760,830	0	68.3	6,760,830	0	68.3	6,760,830
8:00 AM	D	66.5	4,466,836	0	66.5	4,466,836	0	66.5	4,466,836
9:00 AM	D	72.3	16,982,437	0	72.3	16,982,437	0	72.3	16,982,437
10:00 AM	D	65.2	3,311,311	0	65.2	3,311,311	0	65.2	3,311,311
11:00 AM	D	67.5	5,623,413	0	67.5	5,623,413	0	67.5	5,623,413
12:00 PM	D	67.8	6,025,596	0	67.8	6,025,596	0	67.8	6,025,596
1:00 PM	D	66.0	3,981,072	0	66.0	3,981,072	0	66.0	3,981,072
		24h Leq	Leq-24 energy		**Ldn**	Ldn energy		**CNEL**	CNEL energy
		66.1	98,430,346		**71.1**	307,747,273		**71.4**	333,871,873

HOUR	1-h Leq
0	63.7
1	62.2
2	60.1
3	59.3
4	62.2
5	64.9
6	67.3
7	68.3
8	66.5
9	72.3
10	65.2
11	67.5
12	67.8
13	66.0
14	65.8
15	65.4
16	64.8
17	64.2
18	64.8
19	65.1
20	66.2
21	66.7
22	66.2
23	64.9



Noise Peak Hour = 9 AM

Peak Hour Noise Level (dBA Leq) = 72.3

Community Noise Equivalent Level (CNEL) = 71.4

Day-Night Level (L_{dn}) = 71.1

24-hour Energy-Equivalent Level ($L_{eq-24hr}$) = 66.1

TRAFFIC CONTOURS

Existing				
Road Segment		Intersection Movements	PM Peak Hour Volume	Approximate 2-way ADT
1	Millbrae Ave - east of 101	10 WB approach + 10 EB departures	1225	12250
2	Millbrae Ave - at 101	10 EB approach + 9 WB approach	2850	28500
3	Millbrae Ave - east of Rollins	9 EB approach + 8 WB approach	3996	39960
4	Millbrae Ave - east of ECR	8 EB approach + 4 WB approach	3618	36180
5	Millbrae Ave - west of ECR	4 EB approach + 4 WB departures	1047	10470
6	ECR - north of Hillcrest	1 SB approach + 1 NB departures	3129	31290
7	ECR - south of Hillcrest	1 NB approach + 2 SB approach	3258	32580
8	ECR - south of La Cruz	2 NB approach + 3 SB approach	3399	33990
9	ECR - south of Victoria	3 NB approach + 4 SB approach	3481	34810
10	ECR - south of Millbrae	4 NB approach + 5 SB approach	3223	32230
11	ECR - south of Murchison	5 NB approach + 6 SB approach	1996	19960
12	ECR - south of Trousdale	6 NB approach + 6 SB departures	1966	19660
13	Hillcrest - west of ECR	1 EB appraoch + 1 WB departures	520	5200
14	Murchison - west of ECR	5 EB appraoch + 5 WB departures	869	8690
15	Trousdale - west of ECR	6 EB appraoch + 6 WB departures	1197	11970
16	California Dr - south of Murchison	7 NB approach + 7 SB departures	633	6330
17	California Dr - north of Murchison	7 NB departures + 7 SB approach	436	4360
18	Rollins Rd - north of Millbrae	8 SB approach + 8 NB departures	926	9260
19	Rollins Rd - south of Millbrae	8 NB approach + 8 SB departures	1472	14720

2020 No Project				
Road Segment		Intersection Movements	PM Peak Hour Volume	Approximate 2-way ADT
1	Millbrae Ave - east of 101	10 WB approach + 10 EB departures	1290	12900
2	Millbrae Ave - at 101	10 EB approach + 9 WB approach	2960	29600
3	Millbrae Ave - east of Rollins	9 EB approach + 8 WB approach	4160	41600
4	Millbrae Ave - east of ECR	8 EB approach + 4 WB approach	3770	37700
5	Millbrae Ave - west of ECR	4 EB approach + 4 WB departures	1140	11400
6	ECR - north of Hillcrest	1 SB approach + 1 NB departures	3330	33300
7	ECR - south of Hillcrest	1 NB approach + 2 SB approach	3480	34800
8	ECR - south of La Cruz	2 NB approach + 3 SB approach	3630	36300
9	ECR - south of Victoria	3 NB approach + 4 SB approach	3710	37100
10	ECR - south of Millbrae	4 NB approach + 5 SB approach	3500	35000
11	ECR - south of Murchison	5 NB approach + 6 SB approach	2240	22400
12	ECR - south of Trousdale	6 NB approach + 6 SB departures	2140	21400
13	Hillcrest - west of ECR	1 EB appraoch + 1 WB departures	610	6100
14	Murchison - west of ECR	5 EB appraoch + 5 WB departures	970	9700
15	Trousdale - west of ECR	6 EB appraoch + 6 WB departures	1350	13500
16	California Dr - south of Murchison	7 NB approach + 7 SB departures	720	7200
17	California Dr - north of Murchison	7 NB departures + 7 SB approach	550	5500
18	Rollins Rd - north of Millbrae	8 SB approach + 8 NB departures	990	9900
19	Rollins Rd - south of Millbrae	8 NB approach + 8 SB departures	1620	16200

2040 No Project				
	Road Segment	**Intersection Movements**	**PM Peak Hour Volume**	**Approximate 2-way ADT**
1	Millbrae Ave - east of 101	10 WB approach + 10 EB departures	1520	15200
2	Millbrae Ave - at 101	10 EB approach + 9 WB approach	3340	33400
3	Millbrae Ave - east of Rollins	9 EB approach + 8 WB approach	4620	46200
4	Millbrae Ave - east of ECR	8 EB approach + 4 WB approach	4060	40600
5	Millbrae Ave - west of ECR	4 EB approach + 4 WB departures	1380	13800
6	ECR - north of Hillcrest	1 SB approach + 1 NB departures	3640	36400
7	ECR - south of Hillcrest	1 NB approach + 2 SB approach	3810	38100
8	ECR - south of La Cruz	2 NB approach + 3 SB approach	3900	39000
9	ECR - south of Victoria	3 NB approach + 4 SB approach	4290	42900
10	ECR - south of Millbrae	4 NB approach + 5 SB approach	4230	42300
11	ECR - south of Murchison	5 NB approach + 6 SB approach	3010	30100
12	ECR - south of Trousdale	6 NB approach + 6 SB departures	2630	26300
13	Hillcrest - west of ECR	1 EB appraoch + 1 WB departures	810	8100
14	Murchison - west of ECR	5 EB appraoch + 5 WB departures	1230	12300
15	Trousdale - west of ECR	6 EB appraoch + 6 WB departures	1740	17400
16	California Dr - south of Murchison	7 NB approach + 7 SB departures	890	8900
17	California Dr - north of Murchison	7 NB departures + 7 SB approach	790	7900
18	Rollins Rd - north of Millbrae	8 SB approach + 8 NB departures	1160	11600
19	Rollins Rd - south of Millbrae	8 NB approach + 8 SB departures	2020	20200

Existing Plus West Side Only (Site 1)				
Road Segment		Intersection Movements	PM Peak Hour Volume	Approximate 2-way ADT
1	Millbrae Ave - east of 101	10 WB approach + 10 EB departures	1239	12390
2	Millbrae Ave - at 101	10 EB approach + 9 WB approach	3014	30140
3	Millbrae Ave - east of Rollins	9 EB approach + 8 WB approach	4315	43150
4	Millbrae Ave - east of ECR	8 EB approach + 4 WB approach	3969	39690
5	Millbrae Ave - west of ECR	4 EB approach + 4 WB departures	1066	10660
6	ECR - north of Hillcrest	1 SB approach + 1 NB departures	3237	32370
7	ECR - south of Hillcrest	1 NB approach + 2 SB approach	3402	34020
8	ECR - south of La Cruz	2 NB approach + 3 SB approach	3543	35430
9	ECR - south of Victoria	3 NB approach + 4 SB approach	3791	37910
10	ECR - south of Millbrae	4 NB approach + 5 SB approach	3343	33430
11	ECR - south of Murchison	5 NB approach + 6 SB approach	2089	20890
12	ECR - south of Trousdale	6 NB approach + 6 SB departures	2065	20650
13	Hillcrest - west of ECR	1 EB appraoch + 1 WB departures	557	5570
14	Murchison - west of ECR	5 EB appraoch + 5 WB departures	879	8790
15	Trousdale - west of ECR	6 EB appraoch + 6 WB departures	1222	12220
16	California Dr - south of Murchison	7 NB approach + 7 SB departures	679	6790
17	California Dr - north of Murchison	7 NB departures + 7 SB approach	588	5880
18	Rollins Rd - north of Millbrae	8 SB approach + 8 NB departures	926	9260
19	Rollins Rd - south of Millbrae	8 NB approach + 8 SB departures	1505	15050

2020 Plus West Side Only (Site 1)				
Road Segment		Intersection Movements	PM Peak Hour Volume	Approximate 2-way ADT
1	Millbrae Ave - east of 101	10 WB approach + 10 EB departures	1303	13030
2	Millbrae Ave - at 101	10 EB approach + 9 WB approach	3121	31210
3	Millbrae Ave - east of Rollins	9 EB approach + 8 WB approach	4474	44740
4	Millbrae Ave - east of ECR	8 EB approach + 4 WB approach	4115	41150
5	Millbrae Ave - west of ECR	4 EB approach + 4 WB departures	1159	11590
6	ECR - north of Hillcrest	1 SB approach + 1 NB departures	3435	34350
7	ECR - south of Hillcrest	1 NB approach + 2 SB approach	3621	36210
8	ECR - south of La Cruz	2 NB approach + 3 SB approach	3771	37710
9	ECR - south of Victoria	3 NB approach + 4 SB approach	4013	40130
10	ECR - south of Millbrae	4 NB approach + 5 SB approach	3618	36180
11	ECR - south of Murchison	5 NB approach + 6 SB approach	2332	23320
12	ECR - south of Trousdale	6 NB approach + 6 SB departures	2238	22380
13	Hillcrest - west of ECR	1 EB appraoch + 1 WB departures	646	6460
14	Murchison - west of ECR	5 EB appraoch + 5 WB departures	980	9800
15	Trousdale - west of ECR	6 EB appraoch + 6 WB departures	1375	13750
16	California Dr - south of Murchison	7 NB approach + 7 SB departures	764	7640
17	California Dr - north of Murchison	7 NB departures + 7 SB approach	698	6980
18	Rollins Rd - north of Millbrae	8 SB approach + 8 NB departures	990	9900
19	Rollins Rd - south of Millbrae	8 NB approach + 8 SB departures	1653	16530

2040 Plus West Side Only (Site 1)				
Road Segment		Intersection Movements	PM Peak Hour Volume	Approximate 2-way ADT
1	Millbrae Ave - east of 101	10 WB approach + 10 EB departures	1532	15320
2	Millbrae Ave - at 101	10 EB approach + 9 WB approach	3494	34940
3	Millbrae Ave - east of Rollins	9 EB approach + 8 WB approach	4921	49210
4	Millbrae Ave - east of ECR	8 EB approach + 4 WB approach	4392	43920
5	Millbrae Ave - west of ECR	4 EB approach + 4 WB departures	1398	13980
6	ECR - north of Hillcrest	1 SB approach + 1 NB departures	3742	37420
7	ECR - south of Hillcrest	1 NB approach + 2 SB approach	3946	39460
8	ECR - south of La Cruz	2 NB approach + 3 SB approach	4036	40360
9	ECR - south of Victoria	3 NB approach + 4 SB approach	4582	45820
10	ECR - south of Millbrae	4 NB approach + 5 SB approach	4345	43450
11	ECR - south of Murchison	5 NB approach + 6 SB approach	3099	30990
12	ECR - south of Trousdale	6 NB approach + 6 SB departures	2725	27250
13	Hillcrest - west of ECR	1 EB appraoch + 1 WB departures	844	8440
14	Murchison - west of ECR	5 EB appraoch + 5 WB departures	1240	12400
15	Trousdale - west of ECR	6 EB appraoch + 6 WB departures	1764	17640
16	California Dr - south of Murchison	7 NB approach + 7 SB departures	932	9320
17	California Dr - north of Murchison	7 NB departures + 7 SB approach	932	9320
18	Rollins Rd - north of Millbrae	8 SB approach + 8 NB departures	1160	11600
19	Rollins Rd - south of Millbrae	8 NB approach + 8 SB departures	2051	20510

Existing Plus East Side Only (Sites 5/6)				
Road Segment		Intersection Movements	PM Peak Hour Volume	Approximate 2-way ADT
1	Millbrae Ave - east of 101	10 WB approach + 10 EB departures	1237	12370
2	Millbrae Ave - at 101	10 EB approach + 9 WB approach	3003	30030
3	Millbrae Ave - east of Rollins	9 EB approach + 8 WB approach	4293	42930
4	Millbrae Ave - east of ECR	8 EB approach + 4 WB approach	3908	39080
5	Millbrae Ave - west of ECR	4 EB approach + 4 WB departures	1103	11030
6	ECR - north of Hillcrest	1 SB approach + 1 NB departures	3230	32300
7	ECR - south of Hillcrest	1 NB approach + 2 SB approach	3359	33590
8	ECR - south of La Cruz	2 NB approach + 3 SB approach	3500	35000
9	ECR - south of Victoria	3 NB approach + 4 SB approach	3582	35820
10	ECR - south of Millbrae	4 NB approach + 5 SB approach	3356	33560
11	ECR - south of Murchison	5 NB approach + 6 SB approach	2124	21240
12	ECR - south of Trousdale	6 NB approach + 6 SB departures	2058	20580
13	Hillcrest - west of ECR	1 EB appraoch + 1 WB departures	520	5200
14	Murchison - west of ECR	5 EB appraoch + 5 WB departures	874	8740
15	Trousdale - west of ECR	6 EB appraoch + 6 WB departures	1220	12200
16	California Dr - south of Murchison	7 NB approach + 7 SB departures	633	6330
17	California Dr - north of Murchison	7 NB departures + 7 SB approach	436	4360
18	Rollins Rd - north of Millbrae	8 SB approach + 8 NB departures	1544	15440
19	Rollins Rd - south of Millbrae	8 NB approach + 8 SB departures	1503	15030

2020 Plus East Side Only (Sites 5/6)				
Road Segment		Intersection Movements	PM Peak Hour Volume	Approximate 2-way ADT
1	Millbrae Ave - east of 101	10 WB approach + 10 EB departures	1302	13020
2	Millbrae Ave - at 101	10 EB approach + 9 WB approach	3111	31110
3	Millbrae Ave - east of Rollins	9 EB approach + 8 WB approach	4452	44520
4	Millbrae Ave - east of ECR	8 EB approach + 4 WB approach	4055	40550
5	Millbrae Ave - west of ECR	4 EB approach + 4 WB departures	1196	11960
6	ECR - north of Hillcrest	1 SB approach + 1 NB departures	3429	34290
7	ECR - south of Hillcrest	1 NB approach + 2 SB approach	3579	35790
8	ECR - south of La Cruz	2 NB approach + 3 SB approach	3729	37290
9	ECR - south of Victoria	3 NB approach + 4 SB approach	3809	38090
10	ECR - south of Millbrae	4 NB approach + 5 SB approach	3631	36310
11	ECR - south of Murchison	5 NB approach + 6 SB approach	2367	23670
12	ECR - south of Trousdale	6 NB approach + 6 SB departures	2232	22320
13	Hillcrest - west of ECR	1 EB appraoch + 1 WB departures	610	6100
14	Murchison - west of ECR	5 EB appraoch + 5 WB departures	975	9750
15	Trousdale - west of ECR	6 EB appraoch + 6 WB departures	1373	13730
16	California Dr - south of Murchison	7 NB approach + 7 SB departures	720	7200
17	California Dr - north of Murchison	7 NB departures + 7 SB approach	550	5500
18	Rollins Rd - north of Millbrae	8 SB approach + 8 NB departures	1598	15980
19	Rollins Rd - south of Millbrae	8 NB approach + 8 SB departures	1651	16510

2040 Plus East Side Only (Site 5/6)				
Road Segment		Intersection Movements	PM Peak Hour Volume	Approximate 2-way ADT
1	Millbrae Ave - east of 101	10 WB approach + 10 EB departures	1531	15310
2	Millbrae Ave - at 101	10 EB approach + 9 WB approach	3484	34840
3	Millbrae Ave - east of Rollins	9 EB approach + 8 WB approach	4901	49010
4	Millbrae Ave - east of ECR	8 EB approach + 4 WB approach	4334	43340
5	Millbrae Ave - west of ECR	4 EB approach + 4 WB departures	1433	14330
6	ECR - north of Hillcrest	1 SB approach + 1 NB departures	3736	37360
7	ECR - south of Hillcrest	1 NB approach + 2 SB approach	3906	39060
8	ECR - south of La Cruz	2 NB approach + 3 SB approach	3996	39960
9	ECR - south of Victoria	3 NB approach + 4 SB approach	4386	43860
10	ECR - south of Millbrae	4 NB approach + 5 SB approach	4355	43550
11	ECR - south of Murchison	5 NB approach + 6 SB approach	3131	31310
12	ECR - south of Trousdale	6 NB approach + 6 SB departures	2718	27180
13	Hillcrest - west of ECR	1 EB appraoch + 1 WB departures	810	8100
14	Murchison - west of ECR	5 EB appraoch + 5 WB departures	1234	12340
15	Trousdale - west of ECR	6 EB appraoch + 6 WB departures	1762	17620
16	California Dr - south of Murchison	7 NB approach + 7 SB departures	890	8900
17	California Dr - north of Murchison	7 NB departures + 7 SB approach	790	7900
18	Rollins Rd - north of Millbrae	8 SB approach + 8 NB departures	1744	17440
19	Rollins Rd - south of Millbrae	8 NB approach + 8 SB departures	2049	20490

Existing Plus Full Buildout				
Road Segment		Intersection Movements	PM Peak Hour Volume	Approximate 2-way ADT
1	Millbrae Ave - east of 101	10 WB approach + 10 EB departures	1266	12660
2	Millbrae Ave - at 101	10 EB approach + 9 WB approach	3358	33580
3	Millbrae Ave - east of Rollins	9 EB approach + 8 WB approach	4994	49940
4	Millbrae Ave - east of ECR	8 EB approach + 4 WB approach	4667	46670
5	Millbrae Ave - west of ECR	4 EB approach + 4 WB departures	1155	11550
6	ECR - north of Hillcrest	1 SB approach + 1 NB departures	3468	34680
7	ECR - south of Hillcrest	1 NB approach + 2 SB approach	3667	36670
8	ECR - south of La Cruz	2 NB approach + 3 SB approach	3807	38070
9	ECR - south of Victoria	3 NB approach + 4 SB approach	4196	41960
10	ECR - south of Millbrae	4 NB approach + 5 SB approach	3630	36300
11	ECR - south of Murchison	5 NB approach + 6 SB approach	2343	23430
12	ECR - south of Trousdale	6 NB approach + 6 SB departures	2278	22780
13	Hillcrest - west of ECR	1 EB appraoch + 1 WB departures	589	5890
14	Murchison - west of ECR	5 EB appraoch + 5 WB departures	895	8950
15	Trousdale - west of ECR	6 EB appraoch + 6 WB departures	1277	12770
16	California Dr - south of Murchison	7 NB approach + 7 SB departures	720	7200
17	California Dr - north of Murchison	7 NB departures + 7 SB approach	723	7230
18	Rollins Rd - north of Millbrae	8 SB approach + 8 NB departures	1488	14880
19	Rollins Rd - south of Millbrae	8 NB approach + 8 SB departures	1855	18550

2040 Plus Full Buildout				
Road Segment		Intersection Movements	PM Peak Hour Volume	Approximate 2-way ADT
1	Millbrae Ave - east of 101	10 WB approach + 10 EB departures	1559	15590
2	Millbrae Ave - at 101	10 EB approach + 9 WB approach	3819	38190
3	Millbrae Ave - east of Rollins	9 EB approach + 8 WB approach	5559	55590
4	Millbrae Ave - east of ECR	8 EB approach + 4 WB approach	5048	50480
5	Millbrae Ave - west of ECR	4 EB approach + 4 WB departures	1482	14820
6	ECR - north of Hillcrest	1 SB approach + 1 NB departures	3959	39590
7	ECR - south of Hillcrest	1 NB approach + 2 SB approach	4194	41940
8	ECR - south of La Cruz	2 NB approach + 3 SB approach	4284	42840
9	ECR - south of Victoria	3 NB approach + 4 SB approach	4962	49620
10	ECR - south of Millbrae	4 NB approach + 5 SB approach	4616	46160
11	ECR - south of Murchison	5 NB approach + 6 SB approach	3336	33360
12	ECR - south of Trousdale	6 NB approach + 6 SB departures	2924	29240
13	Hillcrest - west of ECR	1 EB appraoch + 1 WB departures	875	8750
14	Murchison - west of ECR	5 EB appraoch + 5 WB departures	1255	12550
15	Trousdale - west of ECR	6 EB appraoch + 6 WB departures	1815	18150
16	California Dr - south of Murchison	7 NB approach + 7 SB departures	972	9720
17	California Dr - north of Murchison	7 NB departures + 7 SB approach	1060	10600
18	Rollins Rd - north of Millbrae	8 SB approach + 8 NB departures	1690	16900
19	Rollins Rd - south of Millbrae	8 NB approach + 8 SB departures	2378	23780

Millbrae COMI-01

EXISTING NO PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTACE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Millbrae Ave	east of 101	12,250	67.1	32	69	149
2	Millbrae Ave	southbound ramps to northbound ramps	28,500	71.0	58	125	270
3	Millbrae Ave	Rollins Road to southbound ramps	39,960	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
4	Millbrae Ave	El Camino Real to Rollins Road	36,180	74.9	107	230	495
5	Millbrae Ave	west of El Camino Real	10,470	64.8	23	49	105
6	El Camino Real	north of Hillcrest Blvd	31,290	74.3	97	208	449
7	El Camino Real	Hillcrest Blvd to La Cruz Ave	32,580	74.5	99	214	461
8	El Camino Real	La Cruz Ave to Victoria Ave	33,990	74.7	102	220	474
9	El Camino Real	Victoria Ave to Millbrae Ave	34,810	74.8	104	224	482
10	El Camino Real	Millbrae Ave to Murchison Dr	32,230	74.4	99	213	458
11	El Camino Real	Murchison Dr to Trousdale Dr	19,960	72.3	72	154	333
12	El Camino Real	south of Trousdale Dr	19,660	72.3	71	153	329
13	Hillcrest Blvd	west of El Camino Real	5,200	59.2	10	21	45
14	Murchison Dr	west of El Camino Real	8,690	61.5	14	29	63
15	Trousdale Dr	west of El Camino Real	11,970	66.6	30	64	138
16	California Dr	south of Murchison Dr	6,330	63.4	18	39	85
17	California Dr	north of Murchison Dr	4,360	61.8	14	31	66
18	Rollins Rd	north of Millbrae Ave	9,260	68.1	37	80	173
19	Rollins Rd	south of Millbrae Ave	14,720	67.9	36	78	168

Millbrae COMI-01

STING PLUS EAST SIDE ONLY CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTACE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Millbrae Ave	east of 101	12,370	67.1	32	69	150
2	Millbrae Ave	southbound ramps to northbound ramps	30,030	71.2	60	130	279
3	Millbrae Ave	Rollins Road to southbound ramps	42,930	79.3	207	447	963
4	Millbrae Ave	El Camino Real to Rollins Road	39,080	75.3	112	242	521
5	Millbrae Ave	west of El Camino Real	11,030	65.1	23	51	109
6	El Camino Real	north of Hillcrest Blvd	32,300	74.4	99	213	458
7	El Camino Real	Hillcrest Blvd to La Cruz Ave	33,590	74.6	101	218	471
8	El Camino Real	La Cruz Ave to Victoria Ave	35,000	74.8	104	225	484
9	El Camino Real	Victoria Ave to Millbrae Ave	35,820	74.9	106	228	491
10	El Camino Real	Millbrae Ave to Murchison Dr	33,560	74.6	101	218	470
11	El Camino Real	Murchison Dr to Trousdale Dr	21,240	72.6	75	161	347
12	El Camino Real	south of Trousdale Dr	20,580	72.5	73	158	339
13	Hillcrest Blvd	west of El Camino Real	5,200	59.2	10	21	45
14	Murchison Dr	west of El Camino Real	8,740	61.5	14	29	63
15	Trousdale Dr	west of El Camino Real	12,200	66.7	30	65	139
16	California Dr	south of Murchison Dr	6,330	63.4	18	39	85
17	California Dr	north of Murchison Dr	4,360	61.8	14	31	66
18	Rollins Rd	north of Millbrae Ave	15,440	70.3	52	113	243
19	Rollins Rd	south of Millbrae Ave	15,030	68.0	37	79	170

Millbrae COMI-01

TING PLUS WEST SIDE ONLY CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTACE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Millbrae Ave	east of 101	12,390	67.1	32	69	150
2	Millbrae Ave	southbound ramps to northbound ramps	30,140	71.2	60	130	280
3	Millbrae Ave	Rollins Road to southbound ramps	43,150	79.3	208	449	966
4	Millbrae Ave	El Camino Real to Rollins Road	39,690	75.3	113	244	526
5	Millbrae Ave	west of El Camino Real	10,660	64.9	23	49	107
6	El Camino Real	north of Hillcrest Blvd	32,370	74.4	99	213	459
7	El Camino Real	Hillcrest Blvd to La Cruz Ave	34,020	74.7	102	220	475
8	El Camino Real	La Cruz Ave to Victoria Ave	35,430	74.8	105	226	488
9	El Camino Real	Victoria Ave to Millbrae Ave	37,910	75.1	110	237	510
10	El Camino Real	Millbrae Ave to Murchison Dr	33,430	74.6	101	218	469
11	El Camino Real	Murchison Dr to Trousdale Dr	20,890	72.5	74	159	343
12	El Camino Real	south of Trousdale Dr	20,650	72.5	73	158	340
13	Hillcrest Blvd	west of El Camino Real	5,570	59.5	10	22	47
14	Murchison Dr	west of El Camino Real	8,790	61.5	14	29	63
15	Trousdale Dr	west of El Camino Real	12,220	66.7	30	65	139
16	California Dr	south of Murchison Dr	6,790	63.7	19	41	89
17	California Dr	north of Murchison Dr	5,880	63.1	17	37	80
18	Rollins Rd	north of Millbrae Ave	9,260	68.1	37	80	173
19	Rollins Rd	south of Millbrae Ave	15,050	68.0	37	79	170

Millbrae COMI-01

EXISTING PLUS FULL PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTACE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Millbrae Ave	east of 101	12,660	67.2	33	70	152
2	Millbrae Ave	southbound ramps to northbound ramps	33,580	71.7	65	140	301
3	Millbrae Ave	Rollins Road to southbound ramps	49,940	79.9	230	494	1065
4	Millbrae Ave	El Camino Real to Rollins Road	46,670	76.0	126	272	586
5	Millbrae Ave	west of El Camino Real	11,550	65.3	24	52	112
6	El Camino Real	north of Hillcrest Blvd	34,680	74.7	104	223	481
7	El Camino Real	Hillcrest Blvd to La Cruz Ave	36,670	75.0	107	232	499
8	El Camino Real	La Cruz Ave to Victoria Ave	38,070	75.1	110	237	512
9	El Camino Real	Victoria Ave to Millbrae Ave	41,960	75.6	118	253	546
10	El Camino Real	Millbrae Ave to Murchison Dr	36,300	74.9	107	230	496
11	El Camino Real	Murchison Dr to Trousdale Dr	23,430	73.0	80	172	370
12	El Camino Real	south of Trousdale Dr	22,780	72.9	78	169	363
13	Hillcrest Blvd	west of El Camino Real	5,890	59.8	10	22	48
14	Murchison Dr	west of El Camino Real	8,950	61.6	14	30	64
15	Trousdale Dr	west of El Camino Real	12,770	66.9	31	67	144
16	California Dr	south of Murchison Dr	7,200	64.0	20	43	92
17	California Dr	north of Murchison Dr	7,230	64.0	20	43	92
18	Rollins Rd	north of Millbrae Ave	14,880	70.1	51	110	237
19	Rollins Rd	south of Millbrae Ave	18,550	68.9	42	91	196

Millbrae COMI-01
2020 NO PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTACE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Millbrae Ave	east of 101	12,900	67.3	33	71	154
2	Millbrae Ave	southbound ramps to northbound ramps	29,600	71.1	60	128	277
3	Millbrae Ave	Rollins Road to southbound ramps	41,600	79.1	203	438	943
4	Millbrae Ave	El Camino Real to Rollins Road	37,700	75.1	110	236	508
5	Millbrae Ave	west of El Camino Real	11,400	65.2	24	52	111
6	El Camino Real	north of Hillcrest Blvd	33,300	74.6	101	217	468
7	El Camino Real	Hillcrest Blvd to La Cruz Ave	34,800	74.8	104	224	482
8	El Camino Real	La Cruz Ave to Victoria Ave	36,300	74.9	107	230	496
9	El Camino Real	Victoria Ave to Millbrae Ave	37,100	75.0	108	233	503
10	El Camino Real	Millbrae Ave to Murchison Dr	35,000	74.8	104	225	484
11	El Camino Real	Murchison Dr to Trousdale Dr	22,400	72.8	77	167	359
12	El Camino Real	south of Trousdale Dr	21,400	72.6	75	162	348
13	Hillcrest Blvd	west of El Camino Real	6,100	59.9	11	23	50
14	Murchison Dr	west of El Camino Real	9,700	62.0	15	31	67
15	Trousdale Dr	west of El Camino Real	13,500	67.1	32	69	149
16	California Dr	south of Murchison Dr	7,200	64.0	20	43	92
17	California Dr	north of Murchison Dr	5,500	62.8	17	36	77
18	Rollins Rd	north of Millbrae Ave	9,900	68.4	39	84	181
19	Rollins Rd	south of Millbrae Ave	16,200	68.3	39	83	179

Millbrae COMI-01

2020 EAST SIDE ONLY CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTACE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Millbrae Ave	east of 101	13,020	67.4	33	72	155
2	Millbrae Ave	southbound ramps to northbound ramps	31,110	71.4	62	133	286
3	Millbrae Ave	Rollins Road to southbound ramps	44,520	79.4	213	458	987
4	Millbrae Ave	El Camino Real to Rollins Road	40,550	75.4	115	248	534
5	Millbrae Ave	west of El Camino Real	11,960	65.4	25	53	115
6	El Camino Real	north of Hillcrest Blvd	34,290	74.7	103	221	477
7	El Camino Real	Hillcrest Blvd to La Cruz Ave	35,790	74.9	106	228	491
8	El Camino Real	La Cruz Ave to Victoria Ave	37,290	75.1	109	234	505
9	El Camino Real	Victoria Ave to Millbrae Ave	38,090	75.2	110	238	512
10	El Camino Real	Millbrae Ave to Murchison Dr	36,310	74.9	107	230	496
11	El Camino Real	Murchison Dr to Trousdale Dr	23,670	73.1	80	173	373
12	El Camino Real	south of Trousdale Dr	22,320	72.8	77	166	358
13	Hillcrest Blvd	west of El Camino Real	6,100	59.9	11	23	50
14	Murchison Dr	west of El Camino Real	9,750	62.0	15	31	68
15	Trousdale Dr	west of El Camino Real	13,730	67.2	32	70	151
16	California Dr	south of Murchison Dr	7,200	64.0	20	43	92
17	California Dr	north of Murchison Dr	5,500	62.8	17	36	77
18	Rollins Rd	north of Millbrae Ave	15,980	70.4	54	115	249
19	Rollins Rd	south of Millbrae Ave	16,510	68.4	39	84	181

Millbrae COMI-01

2020 WEST SIDE ONLY CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTACE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Millbrae Ave	east of 101	13,030	67.4	33	72	155
2	Millbrae Ave	southbound ramps to northbound ramps	31,210	71.4	62	133	287
3	Millbrae Ave	Rollins Road to southbound ramps	44,740	79.4	213	460	990
4	Millbrae Ave	El Camino Real to Rollins Road	41,150	75.5	116	250	539
5	Millbrae Ave	west of El Camino Real	11,590	65.3	24	52	113
6	El Camino Real	north of Hillcrest Blvd	34,350	74.7	103	222	478
7	El Camino Real	Hillcrest Blvd to La Cruz Ave	36,210	74.9	107	230	495
8	El Camino Real	La Cruz Ave to Victoria Ave	37,710	75.1	110	236	508
9	El Camino Real	Victoria Ave to Millbrae Ave	40,130	75.4	114	246	530
10	El Camino Real	Millbrae Ave to Murchison Dr	36,180	74.9	107	230	495
11	El Camino Real	Murchison Dr to Trousdale Dr	23,320	73.0	79	171	369
12	El Camino Real	south of Trousdale Dr	22,380	72.8	77	167	359
13	Hillcrest Blvd	west of El Camino Real	6,460	60.2	11	24	51
14	Murchison Dr	west of El Camino Real	9,800	62.0	15	32	68
15	Trousdale Dr	west of El Camino Real	13,750	67.2	33	70	151
16	California Dr	south of Murchison Dr	7,640	64.2	21	44	96
17	California Dr	north of Murchison Dr	6,980	63.8	19	42	90
18	Rollins Rd	north of Millbrae Ave	9,900	68.4	39	84	181
19	Rollins Rd	south of Millbrae Ave	16,530	68.4	39	84	181

Millbrae COMI-01
2040 NO PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTACE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Millbrae Ave	east of 101	15,200	68.0	37	80	172
2	Millbrae Ave	southbound ramps to northbound ramps	33,400	71.7	65	139	300
3	Millbrae Ave	Rollins Road to southbound ramps	46,200	79.6	218	469	1011
4	Millbrae Ave	El Camino Real to Rollins Road	40,600	75.4	115	248	534
5	Millbrae Ave	west of El Camino Real	13,800	66.0	27	59	127
6	El Camino Real	north of Hillcrest Blvd	36,400	75.0	107	230	497
7	El Camino Real	Hillcrest Blvd to La Cruz Ave	38,100	75.2	110	238	512
8	El Camino Real	La Cruz Ave to Victoria Ave	39,000	75.3	112	241	520
9	El Camino Real	Victoria Ave to Millbrae Ave	42,900	75.7	119	257	554
10	El Camino Real	Millbrae Ave to Murchison Dr	42,300	75.6	118	255	549
11	El Camino Real	Murchison Dr to Trousdale Dr	30,100	74.1	94	203	437
12	El Camino Real	south of Trousdale Dr	26,300	73.5	86	186	400
13	Hillcrest Blvd	west of El Camino Real	8,100	61.2	13	28	60
14	Murchison Dr	west of El Camino Real	12,300	63.0	17	37	79
15	Trousdale Dr	west of El Camino Real	17,400	68.2	38	82	177
16	California Dr	south of Murchison Dr	8,900	64.9	23	49	106
17	California Dr	north of Murchison Dr	7,900	64.4	21	45	98
18	Rollins Rd	north of Millbrae Ave	11,600	69.1	43	93	201
19	Rollins Rd	south of Millbrae Ave	20,200	69.3	45	96	207

Millbrae COMI-01

2040 PLUS EAST SIDE CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTACE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Millbrae Ave	east of 101	15,310	68.1	37	80	172
2	Millbrae Ave	southbound ramps to northbound ramps	34,840	71.9	66	143	309
3	Millbrae Ave	Rollins Road to southbound ramps	49,010	79.8	227	488	1052
4	Millbrae Ave	El Camino Real to Rollins Road	43,340	75.7	120	259	558
5	Millbrae Ave	west of El Camino Real	14,330	66.2	28	60	130
6	El Camino Real	north of Hillcrest Blvd	37,360	75.1	109	234	505
7	El Camino Real	Hillcrest Blvd to La Cruz Ave	39,060	75.3	112	242	520
8	El Camino Real	La Cruz Ave to Victoria Ave	39,960	75.4	114	245	528
9	El Camino Real	Victoria Ave to Millbrae Ave	43,860	75.8	121	261	562
10	El Camino Real	Millbrae Ave to Murchison Dr	43,550	75.7	121	260	560
11	El Camino Real	Murchison Dr to Trousdale Dr	31,310	74.3	97	208	449
12	El Camino Real	south of Trousdale Dr	27,180	73.7	88	190	409
13	Hillcrest Blvd	west of El Camino Real	8,100	61.2	13	28	60
14	Murchison Dr	west of El Camino Real	12,340	63.0	17	37	79
15	Trousdale Dr	west of El Camino Real	17,620	68.3	38	83	178
16	California Dr	south of Murchison Dr	8,900	64.9	23	49	106
17	California Dr	north of Murchison Dr	7,900	64.4	21	45	98
18	Rollins Rd	north of Millbrae Ave	17,440	70.8	57	122	264
19	Rollins Rd	south of Millbrae Ave	20,490	69.3	45	97	209

Millbrae COMI-01

2040 PLUS WEST SIDE CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTACE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Millbrae Ave	east of 101	15,320	68.1	37	80	172
2	Millbrae Ave	southbound ramps to northbound ramps	34,940	71.9	67	143	309
3	Millbrae Ave	Rollins Road to southbound ramps	49,210	79.9	227	490	1055
4	Millbrae Ave	El Camino Real to Rollins Road	43,920	75.8	121	261	563
5	Millbrae Ave	west of El Camino Real	13,980	66.1	27	59	128
6	El Camino Real	north of Hillcrest Blvd	37,420	75.1	109	235	506
7	El Camino Real	Hillcrest Blvd to La Cruz Ave	39,460	75.3	113	243	524
8	El Camino Real	La Cruz Ave to Victoria Ave	40,360	75.4	115	247	532
9	El Camino Real	Victoria Ave to Millbrae Ave	45,820	76.0	125	269	579
10	El Camino Real	Millbrae Ave to Murchison Dr	43,450	75.7	120	259	559
11	El Camino Real	Murchison Dr to Trousdale Dr	30,990	74.3	96	207	446
12	El Camino Real	south of Trousdale Dr	27,250	73.7	88	190	409
13	Hillcrest Blvd	west of El Camino Real	8,440	61.3	13	29	62
14	Murchison Dr	west of El Camino Real	12,400	63.0	17	37	79
15	Trousdale Dr	west of El Camino Real	17,640	68.3	38	83	178
16	California Dr	south of Murchison Dr	9,320	65.1	24	51	109
17	California Dr	north of Murchison Dr	9,320	65.1	24	51	109
18	Rollins Rd	north of Millbrae Ave	11,600	69.1	43	93	201
19	Rollins Rd	south of Millbrae Ave	20,510	69.3	45	97	209

Millbrae COMI-01

2040 PLUS FULL PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTACE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Millbrae Ave	east of 101	15,590	68.1	38	81	174
2	Millbrae Ave	southbound ramps to northbound ramps	38,190	72.3	71	152	328
3	Millbrae Ave	Rollins Road to southbound ramps	55,590	80.4	247	531	1144
4	Millbrae Ave	El Camino Real to Rollins Road	50,480	76.4	133	287	617
5	Millbrae Ave	west of El Camino Real	14,820	66.4	29	62	133
6	El Camino Real	north of Hillcrest Blvd	39,590	75.3	113	244	525
7	El Camino Real	Hillcrest Blvd to La Cruz Ave	41,940	75.6	118	253	546
8	El Camino Real	La Cruz Ave to Victoria Ave	42,840	75.7	119	257	553
9	El Camino Real	Victoria Ave to Millbrae Ave	49,620	76.3	132	283	610
10	El Camino Real	Millbrae Ave to Murchison Dr	46,160	76.0	125	270	582
11	El Camino Real	Murchison Dr to Trousdale Dr	33,360	74.6	101	217	468
12	El Camino Real	south of Trousdale Dr	29,240	74.0	92	199	429
13	Hillcrest Blvd	west of El Camino Real	8,750	61.5	14	29	63
14	Murchison Dr	west of El Camino Real	12,550	63.1	17	37	80
15	Trousdale Dr	west of El Camino Real	18,150	68.4	39	84	182
16	California Dr	south of Murchison Dr	9,720	65.3	24	52	113
17	California Dr	north of Murchison Dr	10,600	65.7	26	55	119
18	Rollins Rd	north of Millbrae Ave	16,900	70.7	56	120	258
19	Rollins Rd	south of Millbrae Ave	23,780	70.0	50	107	231

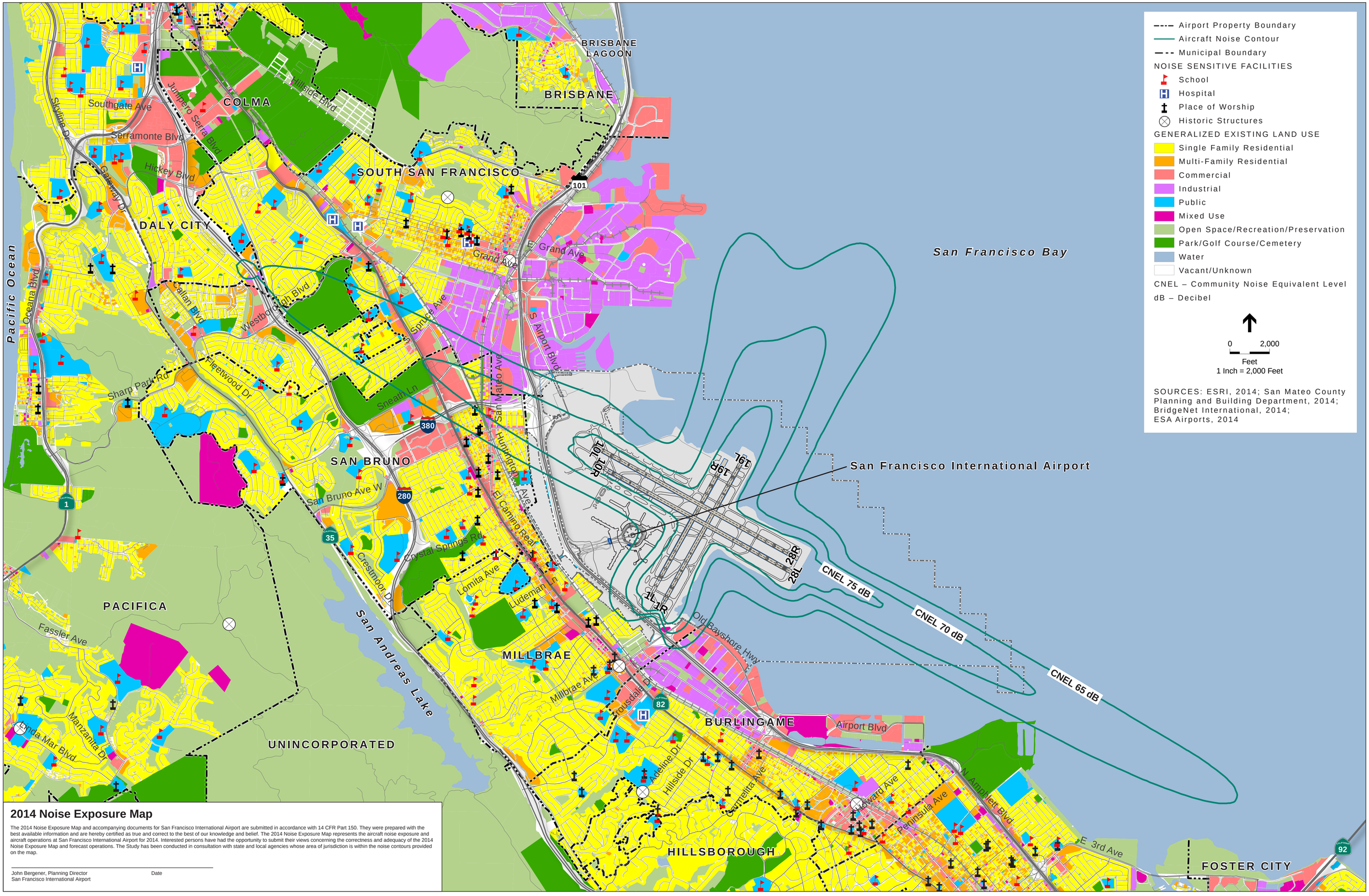
FIGURES

Note: This map has been prepared for General Planning usage. The City of Millbrae is not responsible nor liable for use of this map beyond its intended purpose. For any specific parcel information, contact the City of Millbrae Community Development Department.

Map 7-1

Noise Contours

Adopted November 24, 1998

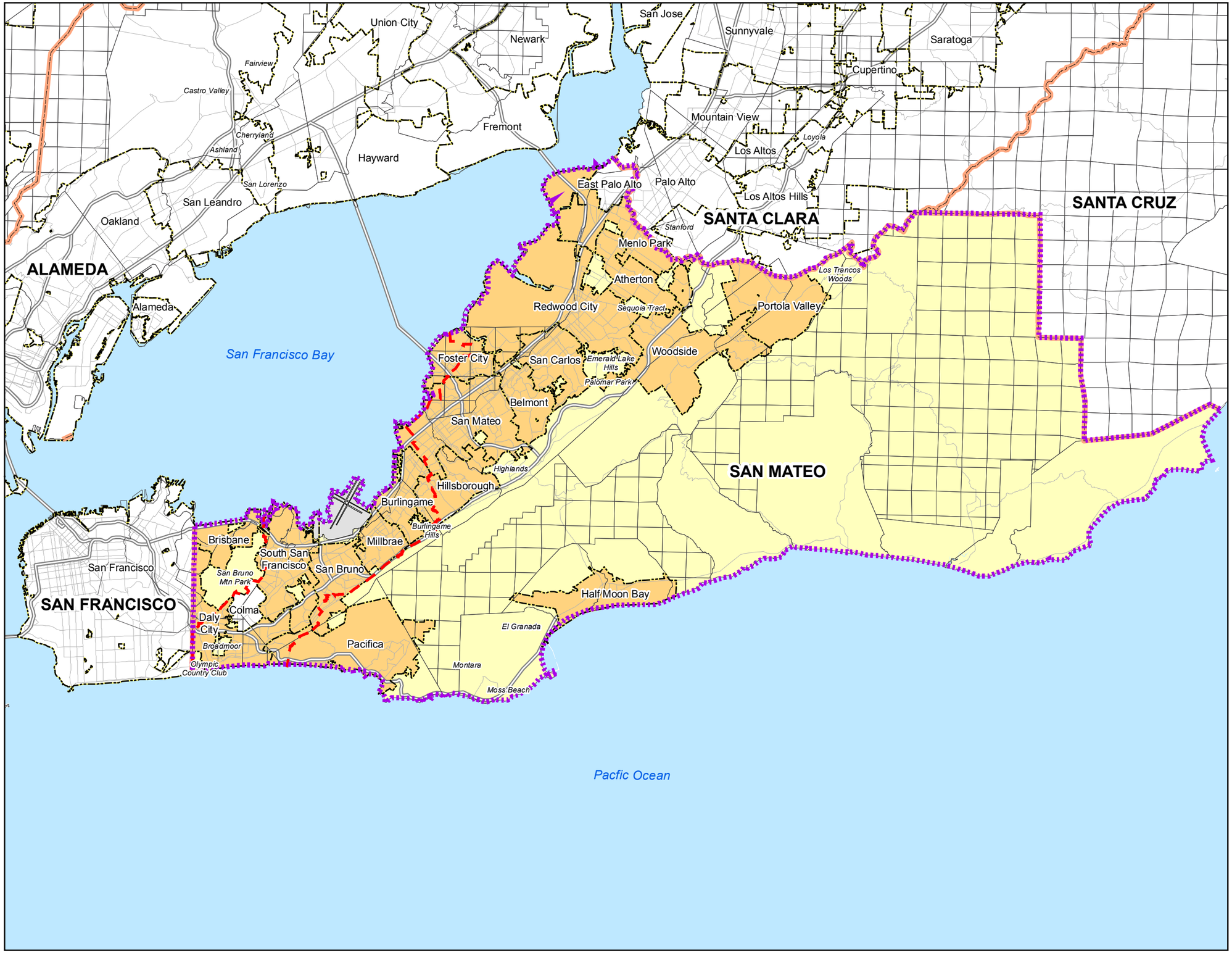


2014 Noise Exposure Map

The 2014 Noise Exposure Map and accompanying documents for San Francisco International Airport are submitted in accordance with 14 CFR Part 150. They were prepared with the best available information and are hereby certified as true and correct to the best of our knowledge and belief. The 2014 Noise Exposure Map represents the aircraft noise exposure and aircraft operations at San Francisco International Airport for 2014. Interested persons have had the opportunity to submit their views concerning the correctness and adequacy of the 2014 Noise Exposure Map and forecast operations. The Study has been conducted in consultation with state and local agencies whose area of jurisdiction is within the noise contours provided on the map.

John Bergener, Planning Director
San Francisco International Airport

Date



LEGEND

- Boundary for Airport Influence Area B
- Airport Influence Area A Boundary
- County Boundary
- City Boundary
- Range/ Township/ Section and Rancho Lines
- Freeways
- Roads
- Municipal Members of SFO/Community Roundtable
- Unincorporated San Mateo County

NORTH

0 1 2 4 Miles

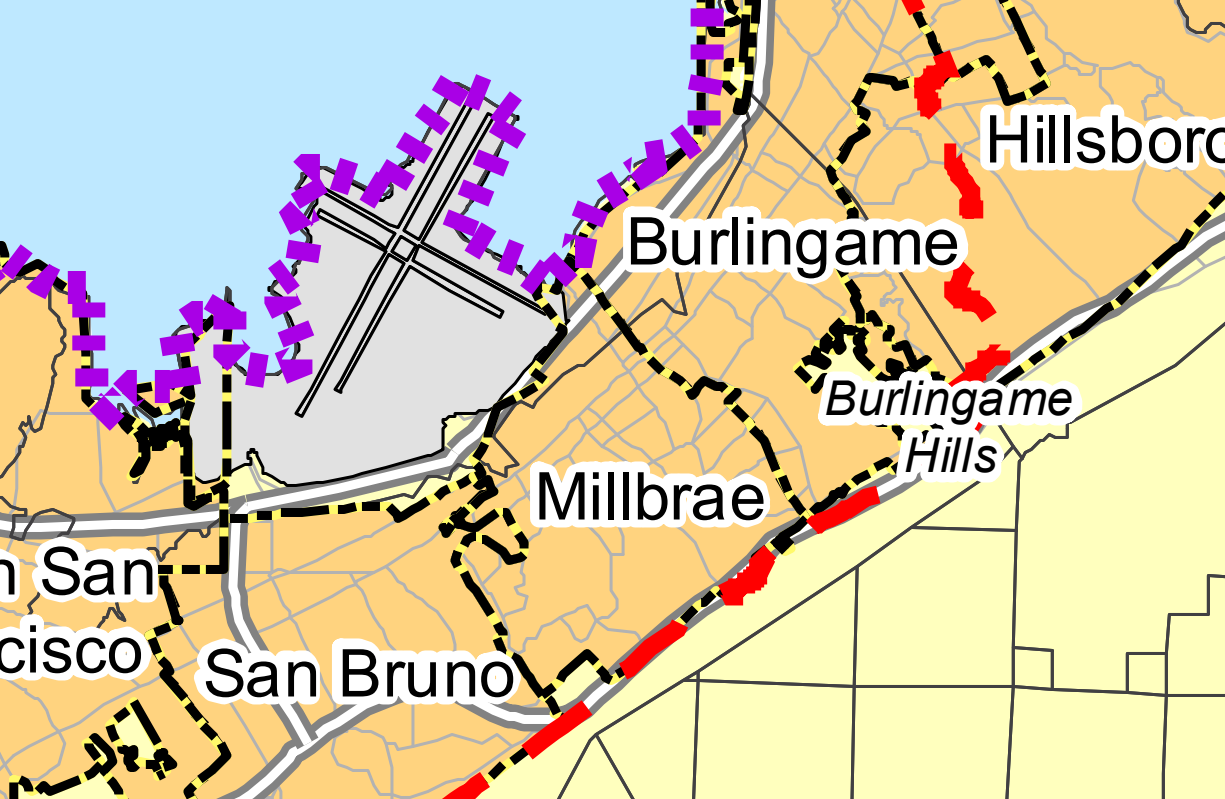
Exhibit IV-1

AIRPORT INFLUENCE AREA A - REAL ESTATE DISCLOSURE AREA

Comprehensive Airport Land Use Plan
For The Environs of San Francisco International Airport

C/CAG

City/County Association of Governments
of San Mateo County, California


Hillsboro
Burlingame
Burlingame Hills
Millbrae
n San
cisco
San Bruno